Maryland Department of Transportation

State Highway Administration

/illiam K. Helimann Secretary

BUR. OF LANDSCAPE ARCHITECTARRESISTATOR

FEB 1 3 1985

Mr. G. Charles Moore City Manager City of Bowie Bowie, Maryland 20715

Dear Mr. Moore:

Please refer to your letter dated January 18, 1985 concerning the I-68 highway project and the noise barriers proposed as part of that project.

Preliminary design activities are underway which will determine specific features of the highway itself. Design of the noise barriers will commence thereafter. At this time, we anticipate a meeting with the City Council by the end of this summer.

If you have additional questions concerning this project, you may contact the project manager, Mr. Roger Ford (659-1263). Specifics concerning the noise barriers may be directed to our Bureau of Landscape Architecture, Mr. Kenneth Polcak (321-3484).

Thank you for your interest in this matter.

Sincerely,

Original Signed By: HAL KASSOFF

> Hal Kassoff Administrator

HK/pdm

Gordon E. Dailey bcc:

Edward M. Loskot

Charles R. Anderson -

Roger D. Ford

STATE HIGHWAY ADMINISTRATION



EDWARD M. LOSKOT

DEPUTY CHIEF ENGINEER - HIGHWAY DEVELOPMENT

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		LANDSCAP	E ARCHITECTURE
	Mrs. L. Kuczinski		Mr. B. Weiner
	Mr. E. Stein		Mrs. J. Trotta
	Mr. T. Kilker		Mr. H. Billingslea
	Miss R. Hauser		
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,	SECRETARY		FOR YOUR ACTION
	DEPUTY SECRETARY		REVIEW & COMMENT
<u> </u>	ADMINISTRATOR		PLEASE HANDLE
	DEPUTY ADMINISTRATOR		INVESTIGATE & REPORT
· 	CHIEF ENGINEER		
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Office of the Administrator

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DIV: OF HWY DEVLPMT

STATE HWY ADM

21 JAN 85 2: 39

January 18, 1985

Mr. Hal Kassoff, Administrator Maryland Department of Transportation State Highway Administration 707 No.Calvert St. Baltimore, Maryland 21201

Dear Mr. Magain ff:

Re: I-68 Noise Barriers

Our records indicate that the attached correspondence suggested a public hearing on this matter early in 1985.

Could you provide us additional information on the current status of the project?

Thank you in advance for your cooperation.

Sincerely,

G. Charles Moore City Manager

GCM:paf

Landucape.

MAR 1 9 1984

The Honorable Richard J. Logue Bowie City Council City Hall Bowie, MD 20715

Dear Mayor Logue:

I appreciate your interest in noise barriers as mentioned in your February 28, 1984 letter. Regarding noise barrier development in the I-68 Corridor through Bowie, I would like to reassure you of this Department's commitment to the City Council of Bowie.

Design of the highway, noise barriers, and roadside depends on the acquisition of baseline topographic and cultural surveys not yet completed. When sufficient information is available to develop barrier design and location, Mr. Charles R. Anderson, Chief -Bureau of Landscape Architecture - State Highway Administration, will contact you to arrange a meeting with the City Council. As stated in my letter to Senator Green, this should occur in the Summer of 1985.

Thank you for your interest in this matter.

Sincerely,

181 LOWELL E. BEIRELL

Lowell K. Bridwell Secretary

LKB:a

bcc: Mr. M. S. Caltrider

Mr. Charles R. Anderson

Mr. Kenneth D. Polcak



CITY HALL . BOWIE, MARYLAND 20715 . 262-6200

February 28, 1984

Mr. Lowell K. Bridwell, Secretary
Maryland Department of Transportation
Post Office Box 8755
Baltimore-Washington International Airport
Maryland 21240-0755

Re: I-68 Noise Barriers

Dear Secretary Bridwell:

In a recent letter to Senator Leo E. Green (see attached), reference was made to involving the citizens in discussions of these noise barriers. Several years ago, we were assurred that your department would refer this entimenatter to the City Council for comment during the planning process to assure adequate local input.

We ask that you reaffirm that commitment since it appeared to be overlooked in the subject letter.

Thank you in advance for your cooperation.

Sincerely,

Bowle City Council

Richard J. Logue

Mayor

Attachment



Maryland Department of Transportation

The Secretary's Office

February 7, 1984

Henry Hopkes Sevener Lewell K. Bridwell

forther of.

The Honorable Leo E. Green State Senator 3123 Belair Drive Bowie, Maryland 20715

Dear Senator Green:

This is to acknowledge your January 16, 1984, letter and the need for noise harriers in the Bowie area associated with the upgrade of U.S. Route 50 to an Interstate Highway, (I-68).

The State Highway Administration recently transferred this project to the design phase and will begin engineering investigations shortly. After topographical surveys and field noise measurements are completed, simulation modelling will be used to develop optimum barrier heights and accurate location. At that time, currently scheduled for Summer '85, the SHA will meet with the impacted community residents to present the design to date and solicit comments before final design.

I hope this information is adequate for your needs at this time.

Sincerely,

Lowell K. Bridwell

Secretary

LKB:1k



Maryland Department of Transportation

(allon 688 MAY 8 198

William K. Hellman

State Highway Administration

HAR. OF LANDSCAPE ARCHITECTHIRE RASSOTT

MAY 0 3 1985

Mrs. Deborah Nesbitt 324 Quaker Ridge Road Timonium, Maryland 21093

Dear Mrs. Nesbitt:

I was pleased to have the opportunity to meet with you several weeks ago at the Transportation Luncheon in Annapolis. In your April 14, 1985 letter you requested to know when the community of Pine Valley/Valleywood is slated for sound barriers along Interstate 83.

I am pleased to advise that the area along Interstate 83 from Timonium Road to about 2,500 feet north of Timonium Road is in our Type II Noise Abatement Program. This project is scheduled to be advertised for construction in the 1988 Fiscal Year. Design will commence early next year. At that time members of my staff will meet with community leaders to provide a schedule for design activities. A second meeting will be scheduled when the design is about 50% complete. The second meeting will be with the residents of the community to explain our plans to date and receive community input before final plans are prepared.

Your interest in our noise abatement program is appreciated.

Sincerely,

Original Signed By:

Hal Kassoff Administrator

HK/pdm

bcc: Gordon E. Dailey

Edward M. Loskot

Charles R. Anderson -

STATE HIGHWAY ADMINISTRATION

EDWARD M. LOSKOT

DEPUTY CHIEF ENGINEER - HIGHWAY DEVELOPMENT 4-17-85 SUSPENSE: 4-30-85

Mr. C. R. Anderson	
Mr. S. J. DiPietro	
Mr. C. Lee	14,4
Mr. A. M. Capizzi	
Mrs. L. Kuczinski	Mr. B. Weiner
Mr. E. Stein	Mrs. J. Trotta
Mr. T. Kilker	Mr. H. Billingslea
Miss R. Hauser	
NOTE SUST	PENSE DATE
PREPARE REPLY FOR:	DISCUSS WITH ME
GOVERNOR (DRAFT)	INFORMATION
SECRETARY	FOR YOUR ACTION
DEPUTY SECRETARY	REVIEW & COMMENT
ADMINISTRATOR	PLEASE HANDLE

REMARKS:

DEPUTY ADMINISTRATOR

SEND THROUGH THIS OFFICE FOR APPROVAL

CHIEF ENGINEER
MY SIGNATURE

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AP 17 1985

INVESTIGATE & REPORT

ARCHITECTURE



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1985 APR 17 A 11: 03

Pine Valley / Valley wood Association, Incorporated WHOF HWY DEVLEME

April 14, 1985

Mr. Hal Kassoff State Administrator State Highway Administration Department of Transportation 707 North Calvert Street Baltimore, MD 21202

Dear Mr. Kassoff:

Pursuant to our conversation several weeks ago at the Transportation Luncheon in Annapolis, I would appreciate your advising me when the Community of Pine Valley/Valleywood is slated for sound barriers along Interstate 83. I know the Community Association has been requesting these barriers for a number of years.

Sincerely.

Deborah Nesbitt

President

Mrs. Deborah Nesbitt 324 Quaker Ridge Road Timonium, MD 252-9334

STATE HWY ADM

16 APR 85 9: 19

May 3, 1985

Mrs. Deborah Nesbitt 324 Quaker Ridge Road Timonium, Maryland 21093

Dear Mrs. Nesbitt:

I was pleased to have the opportunity to meet with you several weeks ago at the Transportation Luncheon in Annapolis. In your April 14, 1985 letter you requested to know when the community of Pine Valley/Valleywood is slated for sound barriers along Interstate 83.

I am pleased to advise that the area along Interstate 83 from Timonium Road to about 2,500 feet north of Timonium Road is in our Type II Noise Abatement Program. This project is scheduled to be advertised for construction in the 1988 Fiscal Year. Design will commence early next year. At that time members of my staff will meet with community leaders to provide a schedule for design activities. A second meeting will be scheduled when the design is about 50% complete. The second meeting will be with the residents of the community to explain our plans to date and receive community input before final plans are prepared.

Your interest in our noise abatement program is appreciated:

Sincerely,

Hal Kassoff.
Administrator

HK/pdm

bcc: Gordon E. Dailey
Edward M. Loskot
Charles R. Anderson

Dictated by: Charles R. Anderson

STATE HIGHWAY ADMINISTRATION

EDWARD M. LOSKOT

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Mr. C. R. Anderson			٠,
Mr. S. J. DiPietro			
Mr. C. Lee	•		
Mr. A. M. Capizzi			
Mrs. L. Kuczinski		Mr. B. Weiner	
Mr. E. Stein		Mrs. J. Trotta	
Mr. T. Kilker	[] # 5	Mr. H. Billing	•
Miss R. Hauser	41 - -		
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REMARKS:

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ARCHITECTURE

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Pine Valley / Valley w6od Association, Incorporated THALOF HWY. DEVLPME

1985 APR 17 A 11: 03

April 14, 1985

Mr. Hal Kassoff State Administrator State Highway Administration Department of Transportation 707 North Calvert Street Baltimore, MD

Dear Mr. Kassoff:

Pursuant to our conversation several weeks ago at the Transportation Luncheon in Annapolis, I would appreciate your advising me when the Community of Pine Valley/Valleywood is slated for sound barriers along Interstate 83. I know the Community Association has been requesting these barriers for a number of years.

Sincerely,

Deborah Nesbitt

President

Mrs. Deborah Nesbitt 324 Quaker Ridge Road Timonium, MD 252-9334

TATE HWY ADM

6 LPR 85 9 1 19



Maryland Department of Transportation

State Highway Administration



May 7, 1985

RE: Contract No. B 635-101-472 Interstate Route 695 (Baltimore Beltway) Maryland Route 140 to I-95 PDMS No. 031113

Mrs. Vera Lee Kinnear 1004 Marleigh Circle Towson, Maryland 21204

Dear Mrs. Kinnear:

Thank you for your letter dated April 30, 1985 requesting information concerning the Baltimore Beltway in the area between Charles Street and York Road.

This Administration is conducting a Project Planning study for safety, capacity and accessibility improvements to the Beltway within the above noted study limits. The enclosed public notice contains a brief description of the study objectives. Although our studies are yet in the conceptual stage, one of the study goals is to provide additional needed capacity on the Beltway by adding an additional travel lane in each direction to the Beltway. Our preliminary study findings will be presented at an Alternates Public Meeting tentatively scheduled for September, 1985. Since you have been enrolled on the project mailing list you will receive a direct notice of this public meeting and a summary of the various alternates.

The segment of the Beltway from Interstate Route 83 (Jones Falls Expressway) to Providence Road is scheduled for resurfacing in our Special Projects program beginning spring 1986.

The portion of the Beltway from Maryland Route 139 (Charles Street) to Maryland Route 45 (York Road) has been identified as an area eligible for our Type II Noise Abatement Program. The construction of noise barriers in your area is tentatively

Mrs. Vera Lee Kinnear

Page Two

scheduled for 1989. Specific details of the proposed barriers will be discussed with the community prior to finalization of their design.

Very truly yours,

Louis H. Ege, Jr., Acting Chief Bureau of Project Planning

Donald G. Honeywel

Project Manager

LHE:DGH:mm Enclosure

cc: Mr. C. Robert Olsen

Mr. Charles R. Anderson



Maryland Department of Transportation

State Highway Administration

William K. Hellmann Secretary Hal Kassoff Administrator

PLEASE REPLY TO: BUREAU OF LANDSCAPE ARCHITECTURE 2323 WEST JOPPA ROAD BROOKLANDVILLE, MARYLAND 21022

May 10, 1985

Mr. Glenn L. Wilson
President, Dulaney Valley
 Improvement Association
P.O. Box 102
Lutherville, Maryland 21093

Dear Mr. Wilson:

Reference is made to your letter dated March 26, 1985 requesting information on the proposed noise abatement project on I-695 between York and Dulaney Valley Roads. My sincere apologies for the delay in responding to your inquiry.

At present the project is being advertised for construction in Fiscal Year 1988. A firm date for advertisement has not yet been set. Approximately 18 months prior to advertisement, design activities on the noise barrier system will be initiated. During that initiation phase, we will want to meet with the <u>leaders</u> of the community organization to determine the community's desire for the project and to discuss the project on a conceptual basis. After design has progressed to a point where details have been developed, a second informational meeting will be held to solicit input from <u>all</u> interested persons in the community, particularly those residences that would live adjacent to the noise barriers.

We have conducted noise level testing at various locations in the York Rd./Dulaney Valley area over the last several years. As part of the project design, additional noise measurements would be conducted.

18

Glenn L. Wilson May 10, 1985 Page 2

I look forward to working with the Dulaney Valley Improvement Association in the development of the noise barrier project. If you have any questions, please feel free to contact me.

Sincerely,

Kenneth D. Polcak

Environmental Specialist Acoustic Analysis Unit

KDP/pdm

cc: Charles R. Anderson

June 13, 1985 Ms. Marcia Sibley, President Thornleigh Improvement Assoc. Inc. 1610 Templeton Road Towson, Maryland 21204 Dear Ms. Sibley: This letter is in response to your May 14, 1985 request to District Engineer, Charles R. Olsen, for erection of noise barriers along I-695 adjacent to your community. Your neighborhood is included within a currently scheduled noise abatement project area that will extend along 1-695 from Thornton Road to Seminary Avenue on I-83. Our present schedule indicates that the project will be advertised for construction in fiscal/year 1989. Planning and design activities will be initiated approximately 18 months prior to advertisement. At that

time, we will hold a meeting with community leaders to discuss project initiation. A second meeting will be held with affected residences after design details have been generated.

the We look forward to working with your organization on this endeavor.

Sincerely,

Mr. Charles R. Anderson, Chief Bureau of Landscape Architecture

Allack a Couler

CRA:sjb"

Gordon E. Dailey Edward M. Loskot Charles R. Olsen



20



PLEASE REPLY TO:
OFFICE OF DISTRICT ENGINEER
2323 WEST JOPPA ROAD
BROOKLANDVILLE, MARYLAND 21022

May 14, 1985

Re: I-695

Ms. Marcia Sibley
President
THORNLEIGH IMPROVEMENT ASSOC., INC.
1610 Templeton Road
Towson, Maryland 21204

Dear Ms. Sibley:

This will acknowledge receipt of your letter dated May 8, 1985 in which you formally request the erection of noise barriers along 695 in the vicinity of your neighborhood.

I have forwarded your request to Mr. Charles R. Anderson, Chief-Bureau of Landscape Architecture, for his investigation. Mr. Anderson will report his findings directly to you.

Thank you for bringing this matter to our attention.

Sincerely,

Charles R. Olsen Metropolitan District Engineer

CRO: AEA: cmh

cc: Mr. C. R. Anderson (w/att.)

THE THORNLEIGH IMPROVEMENT ASSOCIATION, INC.

TOWSON, MARYLAND 21204

May 8, 1985

Mr. Charles R. Olson
District Engineer
State Highway Administration
2323 W. Joppa Road
Brooklandville, MD 21022

Dear Mr. Olson:

This is a formal request from The Thornleigh Improvement Association for the erection of noise barriers along the border of our neighborhood and the Beltway (695).

Please let us know if there is anything else we can do to help accelerate the implementation of such project.

Thank you.

Sincerely,

Marcia Sibley

President

Thornleigh Improvement Association, Inc.

MS/1m

P. S. My address is 1610 Templeton Road, Towson, MD 21204. My telephone number is 825-1610.

A

June 13, 1985

Mr. Frank Langwith 3101 Old Post Drive Baltimore, Maryland 21208

Dear Mr. Langwith:

This letter is in response to your request dated May 5, 1985 to District Engineer, Charles R. Olsen, for traffic noise abatement along the Baltimore Beltway (I-695).

We will be initiating, within the next month, a field survey of noise levels in your neighborhood to determine the severity of the problem. Following the field studies, a determination of both feasibility and need of abatement will be made in light of established criteria. A full report of our findings will be forwarded to you at that time.

Thank you for your patience in this matter.

Sincerely,

Ollacka Audio

Mr. Charles R. Anderson, Chief Bureau of Landscape Architecture

CRA:sjb

cc: Gordon E. Dailey Edward M. Loskot Cr.R. Olsen





William K. Helimann Secretary Hal Kassoff Administrator

PLEASE REPLY TO:
OFFICE OF DISTRICT ENGINEER
2323 WEST JOPPA ROAD
BROOKLANDVILLE, MARYLAND 21022

May 9, 1985

Re: I-695

Mr. Frank Langwith 3101 Old Post Drive Baltimore, Maryland 21208

Dear Mr. Langwith:

This will acknowledge receipt of your letter dated May 5, 1985 in which you brought to my attention, the problems you are experiencing with noise levels along I-695 in the vicinity of your home.

I have forwarded your request to Mr. Charles R. Anderson, Chief-Bureau of Landscape Architecture for his investigation. Mr. Anderson will report his findings directly to you.

Thank you for bringing this matter to our attention.

Sincerely,

Charles R. Olsen

Metroplitan District Engineer

CRO: AEA: cmh

cc: Mr. C. R. Anderson (w/att.)

MAY 1 0 1985

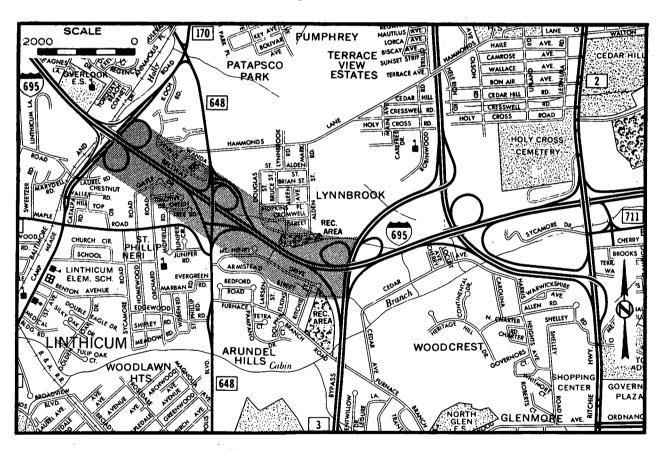
BUR. OF LANDSCAPE ARCHITECTURE

FRANK hANGWITH. 3101 OND POST DR 5-5-85 Doar UM COlson, regarding our exposuratable Boltway, 695 Dames on Old Post De use one icamportag apon to R+695 and the maise Righ, so ligh in fact its abliques Loughody speaking of O a Ofon feet and, and after thating the great work your department allow greating walls co. Sections of 695 may neighbors and I escued like to brow Doction might be considered for slame We how be most greatfull cored look othe this matter distances exerc Dr. Hots To Greenson



PUBLIC INFORMATIONAL MEETING FOR PROPOSED NOISE ABATEMENT ON THE BALTIMORE BELTWAY (I-695)

Between Maryland Route 170 (Camp Meade Road) and Maryland Route 3



State Project No. AA 310-502-372

JUNE 18, 1985 7:30 PM ANDOVER HIGH SCHOOL LINTHICUM, MARYLAND

PUBLIC INFORMATIONAL MEETING FOR PROPOSED NOISE ABATEMENT ON THE BALTIMORE BELTWAY (1-695)

Between Maryland Route 170 (Camp Meade Road) and Maryland Route 3

STATE PROJECT NO. AA 310-502-372

INTRODUCTION

The Maryland State Highway Administration (SHA) is conducting this Informational Meeting in order to present to all interested parties the current status of the proposed noise abatement measures along the segment of I-695 (Baltimore Beltway) from Maryland Route 170 to Maryland Route 2. This project has been undertaken in conjunction with the corridor location and design studies for the construction of the proposed new I-97 between Baltimore and Annapolis, a highway facility that was originally proposed as part of the Baltimore-Annapolis Transportation Corridor Study (BATCS). The BATCS also indicated the need for noise abatement measures (i.e., barriers) in five separate areas along this section of the highway, where existing single-family homes are within the noise influence area of the highway.

STUDY PROCESS

To determine the need and extent of noise mitigation in the project corridor, a three-part acoustic analysis was undertaken:

Monitoring of existing equivalent noise levels $(L_{eq}$'s)* in all identified noise-sensitive residential areas.

^{*} Leq is energy-average noise level for a finite time period (in this case one hour) which has the same total sound energy as the actual time-varying level for the same period. It is the most widely used descriptor for quantifying cumulative noise exposure.

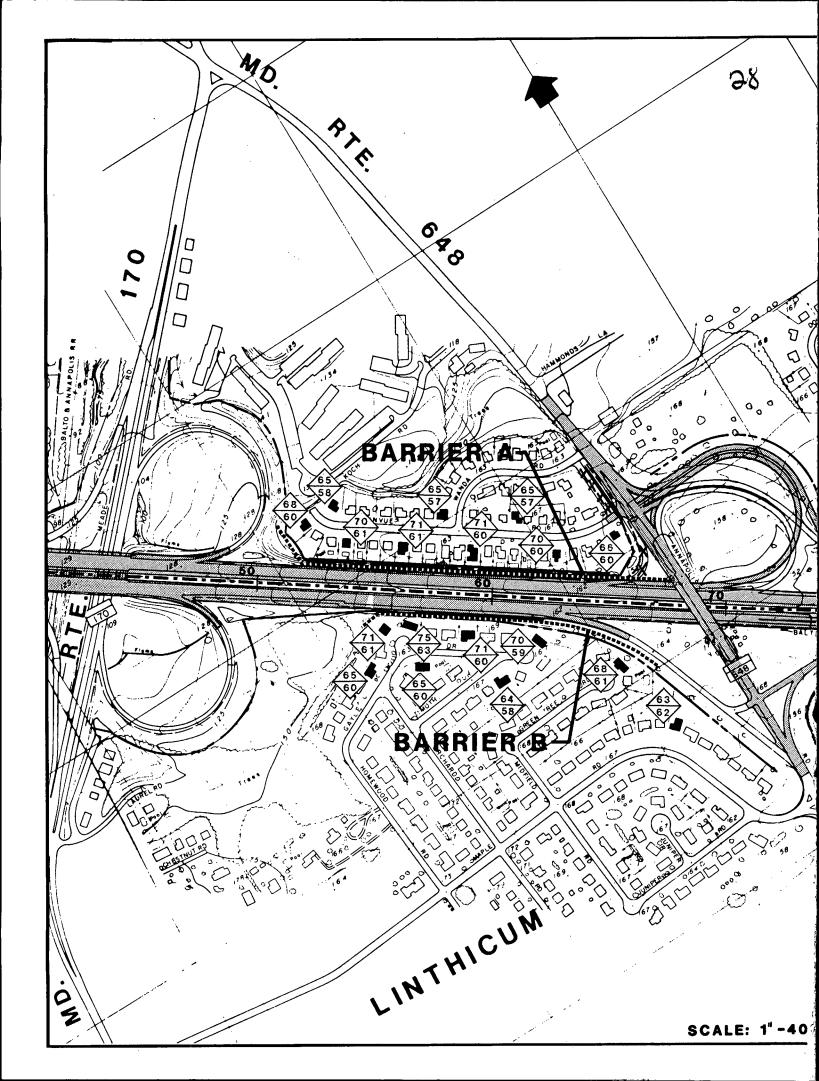
- Prediction of future-year (2006) L_{eq} values (based on the latest available traffic projections) in these same areas to indicate significant increases and additional areas which may exceed the Federal Highway Administration (FHWA) noise abatement criteria of 67 dBA.
- Computer-aided acoustic design of noise barriers in all areas indicated by performance of the first two steps.

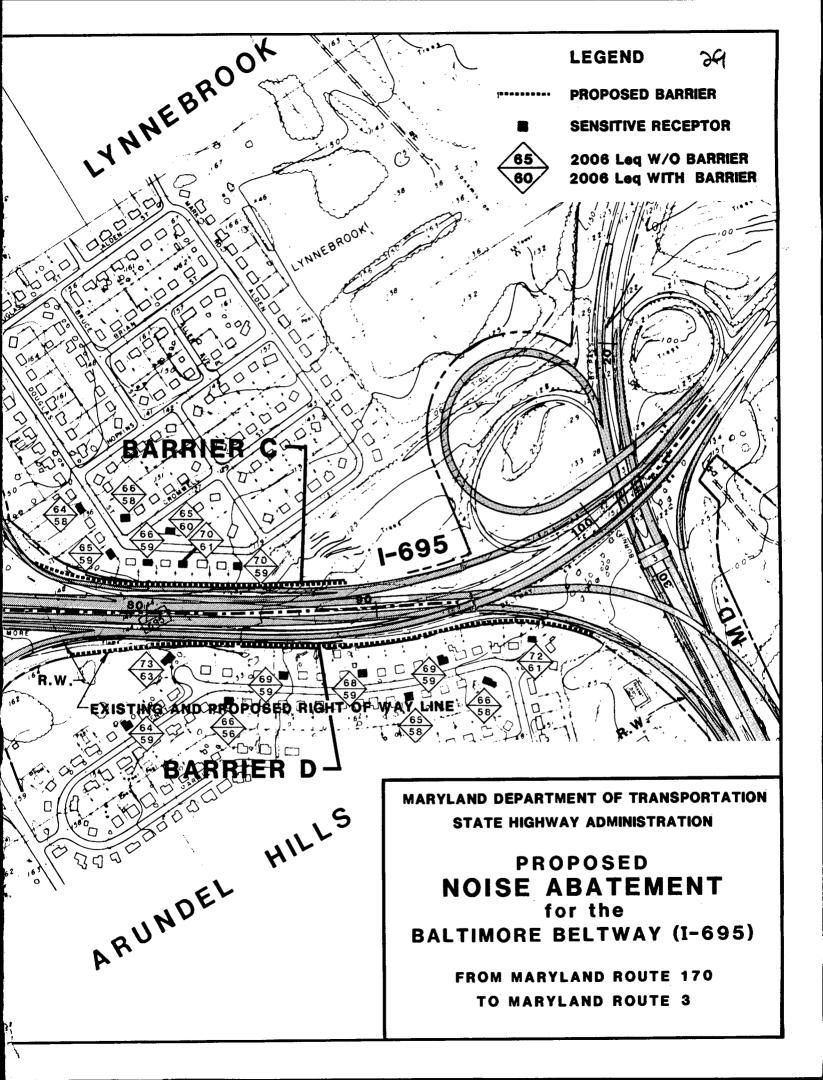
This analysis is now complete and has resulted in the proposal of a system of four separate noise barriers totaling nearly 6,700 feet in length with an average height of nearly 14 feet.

The proposed barriers which will be presented at this meeting represent the most cost-effective solution to both the existing and future-year highway noise problems in this corridor. They have been carefully developed in order to provide a maximum of acoustic protection with minimal visual and aesthetic impact on the surrounding neighborhoods.

The results of this analysis will now be used in the development of a Noise Study Report. This meeting is being held in order that the indigenous design features of each barrier can be discussed more fully during each meeting. This brochure contains a verbal description and graphic depiction of the segment of the proposed noise barrier system under discussion tonight. Please examine it carefully and feel free to ask any questions after the formal presentation has been presented.

All input received from interested parties at this meeting will be considered before proceeding farther with the Project. Comments on design features such as the color and texture of the barriers will be solicited in order to develop final plans and specifications which reflect the desires of the affected residents. The Project will then proceed to Final Design and development of plans, specifications and cost estimates so that it can be advertised for construction.





DESCRIPTION OF PROPOSED NOISE BARRIER SYSTEM

The detailed noise analysis has resulted in the proposal of a system of four separate noise barriers to effectively reduce anticipated noise levels in the project corridor. Plan views of the barriers described below are presented on the enclosed exhibit.

Barrier A

Barrier A begins on the hill adjacent to the northbound on-ramp from Route 170 and directly behind No. 801 Lynvue Road. From that point it extends southward parallel to and just inside the I-695 right-of-way line to the embankment of the future-widened Route 648 overpass (behind No. 925 Lynvue Road). The barrier has a total length of 2,101 feet and an average height of 16.4 feet. Average noise reductions (insertion losses) at the first row of residences are 10 dBA, while insertion losses at the second row of houses average 7 dBA. A total of 40 residences in this area will receive at least a 5 dBA insertion loss.

Barrier B

This barrier begins on top of a hill behind No. 621 Gayle Drive approximately 100 feet outside the I-695 right-of-way. It extends eastward from that point to just inside the right-of-way, where it bends southward and roughly parallels the highway to its end behind No. 715 Green Tree Road. Approximatley 300 feet of the barrier's total length of 1,307 feet will be built on top of the future concrete retaining wall along the improved I-695 roadway. The barrier will have an average height of 15.5 feet. First-row insertion losses will average 11 dBA with this configuration, while average second-row insertion losses will be 6 dBA. Twenty-five houses will receive at least a 5 dBA insertion loss.

Barrier C

Barrier C begins along the future relocated northbound off-ramp to Route 648 at the rear of No. 609 Douglas Street. From there it extends up a long hill at the corner of the Lynnebrook subdivision and traverses the crest of that hill before descending to the future proposed concrete retaining wall along the relocated ramp shoulder. The barrier then extends along the top and past the end of the retaining wall an additional 85 feet where it ties into the side of a steep hill. Barrier C is 1,113 feet long and averages 12.7 feet in height. Insertion losses for this configuration average 9 dBA at first-row houses and 6 dBA at the second row, with a total of 16 houses receiving at least a 5 dBA reduction.

Barrier D

This is the longest of the four proposed barriers and protects the greatest number of residences. It begins on a hill adjacent to the future realigned on-ramp from Route 648 to southbound I-695 and extends southward inside the I-695/I-97 right-of-way, coming in close behind No. 1132 McHenry Drive. At that point it turns slightly toward the highway and comes up the embankment to the edge of ramp shoulder. The barrier then continues southward along the shoulder, in combination with a Jersey-type safety barrier, to the point where the future relocated I-695 southbound lanes curve to the left and rise to cross over the new I-97 roadway. From here it transitions over once again to the highway right-of-way line, where it will be located on top of the cut slope around to its end behind No. 5805 Ritchie Street. Barrier D is 2,175 feet long and averages 10.6 feet in height. It provides a minimum 5 dBA reduction for 54 residences with an average of 10 dBA for first-row homes and 8 dBA for the second row.

We hope that this brochure has helped to explain the basic facets of this Project and the role of public involvement. Should you have any questions, please feel free to contact one of the following individuals:

Mr. Charles R. Anderson, Chief Bureau of Landscape Architecture State Highway Administration 2323 West Joppa Road Brooklandville, Maryland 21022 Mr. Charles B. Adams
Chief of Environmental Services
Greiner Engineering Sciences, Inc.
1 Village Square
Village of Cross Keys
Baltimore, Maryland 21210

(301) 321-3521

(301) 323-8100

NOTES:				
				
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July 16, 1985

MEMORANDUM

Mr. Charles R. Olsen District Engineer

District 4

FROM:

Mr. Edward W. Eaton, Chief

Technical Services Section Bureau of Landscape Architecture

SUBJECT:

Contract No. 698-509-472 I-795 Northwest Expressway

I-695 Baltimore Beltway Interchange Final Inspection Noise Abatement

Earth Mound Landscaping

Please be advised that an inspection of the above captioned contract was conducted to determine if the noise abatement earth mound phase of the landscaping was satisfactorily completed. at the end of the one year care and replacement period which expired on June 5, 1985.

It was determined that this phase of the contract was. completed according to the plans and specifications with the exception of the following list of plant material found to be unsatisfactory:

ITEM NO.		UANTITY OF IRED REPLACEM
712	Picea abies 5-6' Hgt. BB	1
720	Liquidambar styrocifula 12"Cal BB	1
721	Leriodambar tulipifera 15"Cal BB	4
· 722 · ·	Quercus borealis 12"Cal BB	1
723	Quercus phellos 15"Cal BB	4
725	Texus baccatar repardens 15-18" Spd	2

The unsatisfactory plants have been marked in the field with red paint.

According to the specifications, Quercus phellos is only to be planted in the spring. The other plant items required to be replaced will have a better chance of survival if they are planted in the spring. Since spring replacements are required for other plant material on the contract, it is our recommendation that all replacement be postponed until spring 1986. Upon completion of the required replacements, the contractor should be relieved of any further responsibility to the noise abatement earth mound phase of the contract.

Edward W. Cation

If you require any additional information please contact Mr. Kirby J. Barger at 321-3526.

EWE:sjb

June 24, 1985

MEMORANDUM

Mr. William I. Slacum, Secretary TO:

Project No. R-460 FROM:

SUBJECT:

F.A.P. No. IR-695-6(239)29 Noise Abatement Wall - I-695

Md. 144 (Frederick Rd.) to 3500 feet South

P.D.M.S. No. 031016

We have attached a list of contractors to whom the following addenda have been sent: Addendum 1 - May 24, 1985; Addendum 2 - June 5, 1985; and Addendum 3 - June 11, 1985. Three copies of each Addenda are attached. Confirmation has been received from all purchasers of contract documents that they have received Addenda 1 and 2. Confirmation for Addendum 3 has been received for all purchasers except for Triangle Concrete Products, Inc. Repeated attempts to contact someone from the above firm have been unsuccessful.

CRA:sjb

Enc.

Gordon E. Dailey cc: Edward M. Loskot.

STATE OF MARYLAND STATE HIGHWAY ADMINISTRATION BUREAU OF LANDSCAPE ARCHITECTURE 2323 WEST JOPPA ROAD BROOKLANDVILLE, MARYLAND 21022

30

RE:Project No. M 487-201-324
Noise Abatement Wall
I-495 Georgia Ave. to
Seminary Ave.
P.D.M.S. No. 151098

	Marcer warren	1162212	• Kelbu Bal	tzell	
٠	Michael Snyder	•, •	C. Kirk C	over	
	Lemuel Rent	-	Charles A	dams-Gre	iner
.•	William Fitzgerald	•	Steven F.	Drumm	
	Samuel Miller	•	James Gat	ley	
	Anthony M. Capizzi		Edward T.	Paulis	
Gentlem					
A 30	0% Preliminary Investigation		concerning	the sub	ject
project	will be held 10:00 am on	Thursday,	June 27, 19	85	•
The abo	ve review was arranged wit	h Mr. Len	nuel Rent		
by tele	phone on June 7, 1985		· 	•	
Mr. Pau	ul A. Georgiou, Bureau of La	ndscape Ar	chitecture		will
conduct Prelimi	the review at/kinx the Distinary plans are enclosed.	rict 3 off	ice		*

Very truly yours,

Slada, Jud

Charles R. Anderson, Chief Bureau of Landscape Architecture

CRA: sjb

Messrs.

Walter Warran

Enc.

cc: Gordon E. Dailey Edward M. Loskot

August 2, 1985

MEMORANDUM :

TO:

mr. Charles R. Anderson, Chief
Bureau of Landscape Architecture
Project No. B 469-501-40
Noise Abatemon FROM:

SUBJECT:

Md. 144 to 3500 feet South of Md. 144

P.D.M.S. No. 031016

The following is information you requested concerning the projected schedule for the subject noise abatement project if it were to be readvertised.

- Date when project will be readvertised October 28, 1985.
- 2. Anticipated notice to proceed March 17, 1986.
- Date when first panels will be installed Mid June 1986.

This schedule is based upon the time required to redesign our standard concrete noise barrier, secure the necessary approvals and prepare the project for readvertisement.

CRA:sjb

Gordon Dailey Edward Loskot Bernard Melsage



36

William K. Heilmann Secretary

Hai Kassoff
Administrator

AUG 0 9 1985 V

AUG 1:3 1985

BUR, OF LANUSCAPE ARCHITECTURE

The Honorable Nancy L. Murphy
One Newburg Avenue
Baltimore, Maryland 21228-5108

State Highway Administration

Dear Delegate Murphy:

We recently received bids for the noise abatement project along the Baltimore Beltway, I-695, from Frederick Road to 3500 feet south of Frederick Road. The low bid was considerably above our estimate. In order to reduce the cost of this project and future noise abatement projects, I have decided to reject the bids and re-advertise the contract.

Prior to designing this project our experience was limited to several proprietary concrete barrier systems. We decided to design our own system. The Frederick Road project was the first contract to contain the new standard concrete noise barrier and the first time we received bids for its erection. We now know where costs can be reduced without affecting the structural strength of the barrier or its aesthetic finish of exposed gravel. We are making revisions to our plans and specifications. In addition to these changes we will also permit contractors to submit bids based on other concrete barrier systems that must meet certain criteria. Included in the criteria will be the exposed gravel finish. Our revised barrier design and competition from alternate barrier systems should substantially reduce the cost of this project and future projects.

The existing temporary wood barrier will remain until the permanent concrete barrier is erected. If acceptable bids were received on June 25, 1985, construction could have commenced in early October, 1985. However, actual panel erection would have commenced in the early Spring of 1986 because panel pre-casting would have occurred during the late Fall and Winter months. By re-advertising the contract this Fall, we anticipate actual panel erection to commence in the early Summer of 1986. Re-advertisement should save about \$300,000 and only affect the actual erection of abatement panels by about three months.

Delegate Nancy L. Murphy Page 2

I realize the importance of noise attenuation to your constituents and I appreciate their patience and your patience in this matter.

Sincerely,

Original Signed By: HAL KASSOFF

Hal Kassoff Administrator

HK/pdm

bcc: Gordon E. Dailey

Edward M. Loskot

Charles R. Anderson -



State Highway Administration

40

William K. Helimann
Secretary
Hal Kassoff
Administrator

AUG 0 9 1985

BUR. OF LANDSCAPE ARCHITECTURE

AUG 1:3 1985

The Honorable Kenneth H. Masters One Newburg Avenue Baltimore, Maryland 21228-5108

Dear Delegate Masters:

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Delegate Kenneth H. Masters Page 2

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Sincerely, Original Signed By: HAL KASSOFF

Hal Kassoff Administrator

HK/pdm

bcc: Gordon E. Dailey

Edward M. Loskot

Charles R. Anderson -





State Highway Administration

ANG 0 9 1925

William K. Heilmann Secretary Hal Kassoff Administrator

BUR. OF LANDSCAPE ARCHITECTURE

The Honorable Louis P. Morsberger 612 Hilton Avenue Catonsville, Maryland 21228

Dear Delegate Morsberger:

We recently received bids for the noise abatement project along the Baltimore Beltway, I-695, from Frederick Road to 3500 feet south of Frederick Road. The low bid was considerably above our estimate. In order to reduce the cost of this project and future noise abatement projects, I have decided to reject the bids and re-advertise the contract.

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Delegate Louis P. Morsberger Page 2

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Sincerely,

Original Signed By: HAL KASSOFF

Hal Kassoff Administrator

HK/pdm

bcc: Gordon E. Dailey Edward M. Loskot

Charles R. Anderson



State Highway Administration



AUG 0 9 1985

The Honorable Ronald B. Hickernell 208 Park Drive Baltimore, Maryland 21228

Dear Councilman Hickernell:

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Councilman Ronald B. Hickernell Page 2

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Sincerely, Original Signed By: HAL KASSOFF

> Hal Kassoff Administrator

HK/pdm

bcc: Gordon E. Dailey

Edward M. Loskot

Charles R. Anderson



State Highway Administration



AUG 0 9 1985

BUR. OF LANDSCAPE ARCHITECTURE

The Honorable John C. Coolahan 1330 Sulphur Spring Road Arbutus, Maryland 21227

Dear Senator Coolahan:

We recently received bids for the noise abatement project along the Baltimore Beltway, I-695, from Frederick Road to 3500 feet south of Frederick Road. The low bid was considerably above our estimate. In order to reduce the cost of this project and future noise abatement projects, I have decided to reject the bids and re-advertise the contract.

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Senator John C. Coolahan Page 2

I realize the importance of noise attenuation to your constituents and I appreciate their patience and your patience in this matter.

Sincerely, Original Signed By: HAL KASSOFE

> Hal Kassoff Administrator

HK/pdm

bcc: Gordon E. Dailey

Edward M. Loskot

Charles R. Anderson



State Highway Administration

William K. Hellmann Administrator

SEP 1 1 1985

SEY 1.3 1985

BUR. OF LANDOUNTE ARUNITECTURE

The Honorable Charles McC. Mathias, Jr. United States Senate Suite 1616, Federal Office Building 31 Hopkins Plaza Baltimore, Maryland 21201

Dear Senator Mathias:

Please refer to your letter dated August 19, 1985, concerning correspondence from Mrs. Gloria Cameron regarding the sound barrier project along the Baltimore Beltway (I-695) in the vicinity of Frederick Road.

The sound barrier project currently under construction on I-695 between Liberty Road and Milford Mill Road was designed several years ago to abate high traffic noise levels. Due to a lack of funds, the plans were filed until funding became available in the 1985 fiscal year. Since the plans were prepared, we advertised this project for bids late in 1984. The Frederick Road contract was designed and the project was advertised for bids in May 1985, but will be re-advertised in October 1985 to obtain more economical bids. At no time did activities on the Liberty Road project cause any delay in implementation of the Frederick Road sound barrier.

Thank you for your continued interest in our noise abatement program.

> ncerely inal Signed By: HAL KASSOFF

Hal Kassoff Administrator

HK/rh

bcc:

Mr. G. E. Dailey

Mr. E. M. Loskot

Mr. C. R. Anderson Mr. Kenneth D. Polcak

My telephone number is 659-1111

STATE HIGHWAY ADMINISTRATION

EDWARD M. LOSKOT

DEPUTY CHIEF ENGINEER - HIGHWAY DEVELOPMENT

DATE: 8-26-85 SUSP	ENSE:
Mr. C. R. Anderson	в ————————————————————————————————————
Mr. C. C. Schmidt	And the second s
Mr. C. Lee	
Mr. A. M. Capizzi	:
Mrs. L. Kuczinski	Ms. E. Rossbach
Mr. E. Stein	Mrs. J. Trotta
Miss R. Hauser	Mr. H. Billingslea
NOTE SU	SPENSE DATE
PREPARE REPLY FOR:	DISCUSS WITH ME
GOVERNOR (DRAFT)	INFORMATION
SECRETARY	FOR YOUR ACTION
DEPUTY SECRETARY	REVIEW AND COMMENT
ADMINISTRATOR	PLEASE HANDLE
DEPUTY ADMINISTRATOR	INVESTIGATE & REPORT
CHIEF ENGINEER	
MY SIGNATURE	
SEND THROUGH THIS OFFICE	E FOR APPROVAL
REMARKS:	De la companya della companya della companya de la companya della

AUG 28 1985

BUR. OF LANDSCAPE ARGINTECTURE

CHARLES MCC. MATHIAS, JR.

1616 FEDERAL BUILDING 31 HOPKINS PLAZA BALTIMORE, MD 21201 (301) 962-4850

United States Senate

WASHINGTON, DC 20510

RECEIVED

1985 AUG 26 P 12: 56

DIV. OF HWY. DEVLPMT.

August 19, 1985

50

Mr. Hal Kassoff State Administrator Maryland Highway Administration 707 N. Calvert Street Baltimore, Maryland 21202

Dear Mr. Kassoff:

because of the desire of this office to be responsive to all inquiries and communications, your consideration of the attached correspondence from Gloria Cameron is requested. Your findings and views, in duplicate form, will be appreciated.

Sincerely,

Charles McC. Mathias, Jr.

Charles McC. Matnias, Jr. United States Senator

Cm:rdh Enclosure

Mrs. Gloria Cameron 424 Shady Nook Avenue Catonsville, Md. 21228

51

August 3, 1985

Office of Honorable Charles McC Mathias, Jr. GH Fallon Federal Building Baltimore, Maryland

As per our conversation of Thursday, August 1.

Thank you for your cooperation in contacting Mr. Charles Anderson's office, concerning why a sound barrier is being errected on the outer loop of the Beltway between Milford Mill and Liberty Roads.

I look forward to hearing from you concerning this project because the people in the Shady Nook area were promised by Mr. Anderson's office that no sound barrier would be errected on existing highway before ours.

Thank you very much.

Very truly yours,

Mrs: Gloria Cameron

Shady Nook Community Concern Group

GLC

cc: Mr. Kenneth Polchek



William K. Helimann Administrator

SEP 1 1 1981

SEY 13 1985

BUR. OF LANDOUNTE ARUNITECTURE

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> incerely ginal Signed By: HAL KASSOFF

> > Hal Kassoff Administrator

HK/rh

bcc: Mr. G. E. Dailey

Mr. E. M. Loskot

Mr. C. R. Anderson

Mr. Kenneth D. Polcak

My telephone number is 659-1111

Auton Mudden St., Jr.

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Thank you for your continued interest in our noise abatement program.

Sincerely

Hal Kassoff Administrator

HK/pdm.

bcc: Gordon E. Dailey
Edward M. Loskot
Charles R. Anderson
Kenneth D. Polcak

Dictated by: Charles R. Anderson 659-1111

STATE HIGHWAY ADMINISTRATION

EDWARD M. LOSKOT

DEPUTY CHIEF ENGINEER - HIGHWAY DEVELOPMENT

date: 8-26-85 suspense:	9-6-85
Mr. C. R. Anderson	
Mr. C. C. Schmidt	
Mr. C. Lee	
Mr. A. M. Capizzi	
Mrs. L. Kuczinski	Ms. E. Rossbach
Mr. E. Stein	Mrs. J. Trotta
Miss R. Hauser	Mr. H. Billingslea
NOTE SUSPENSE	DATE
PREPARE REPLY FOR:	DISCUSS WITH ME
GOVERNOR (DRAFT)	INFORMATION
SECRETARY	FOR YOUR ACTION
DEPUTY SECRETARY	REVIEW AND COMMENT
ADMINISTRATOR	PLEASE HANDLE
DEPUTY ADMINISTRATOR	INVESTIGATE & REPORT
CHIEF ENGINEER	
MY SIGNATURE	
SEND THROUGH THIS OFFICE FOR	APPROVAL
REMARKS:	DE

AUG 28 1985

BUR. OF LANDSCAPE ARCHITECTURE

Control # #-116	$_{2}$ Date Rec'd at SHA $8-23$
'	Loskot
Date due: $9-$	6.85
FOR SIGNATURE BY:	
Governor	Secretary Dep. Secret
Administrato	r Dep. Administrator
Prepared by:	(telephone #) da
Typed by:	
Typed by. Ziguto	(telephone #) da
Proofed by: July	211 Mullith 2545
	da da
Approved by:	Class of Marchinen 3/5/18
Revision requested	,
Metroron requested	da
Revised by:	<u> </u>
Remarks:	da
~	

CHARLES McC. MATHIAS, JR. MARYLAND

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1616 FEDERAL BUILDING 31 HOPKINS PLAZA BALTIMORE, MD 21201 (301) 962-4850

1985 AUG 26 P 12: 56 DIV. OF HWY. DEVLPMT.

August 19, 1985

United States Senate

WASHINGTON, DC 20510

Mr. Hal Kassoff State Administrator Maryland Highway Administration 707 N. Calvert Street Daltimore, Maryland 21202

Dear Mr. Kassoff:

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Sincerely,

Chal Mc Mathy Jr. Charles McC. Mathias, Jr.

United States Senator

CM:rdh Enclosure

Mrs. Gloria Cameron 424 Shady Nook Avenue Catonsville, Md. 21228

August 3, 1985

Office of Honorable Charles McC Mathias, Jr. GH Fallon Federal Building Baltimore, Maryland

As per our conversation of Thursday, August 1.

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I look forward to hearing from you concerning this project because the people in the Shady Nook area were promised by Mr. Anderson's office that no sound barrier would be errected on existing highway before ours.

Thank you very much.

Very truly yours,

Mrs. Gloria Cameron

Shady Nook Community Concern Group

GLC

cc: Mr. Kenneth Polchek

25 A-5

EXECUTIVE DEPARTMENT ANNAPOLIS, MARYLAND 21404

September 25, 1985

54

Mr. William O. Franz 9249 Spring Valley Road Ellicott City, Naryland 21043

Dear Mr. Franz:

Thank you for your letter of August 29, 1985 requesting a reconsideration of the decision of the State Highway Administration not to construct a concrete noise barrier along Ramp D at the Maryland Route 108/U.S. Route 29 Interchange.

I am sympathetic to your concerns and those of the community of Columbia Bills/Meadowbrook Farms. However, I am advised it is difficult to justify the anticipated expenditures for this noise barrier. Concrete noise barriers are expensive and should be utilized where they will provide maximum benefit to the most number of residents. According to information provided me the actual benefit in this situation would be a relatively small number of citizens.

As an alternative the State is prepared to provide privacy screen fencing and landscaping along Ramp D as a partial mitigation measure. This solution is economically feasible and will enhance the visual quality of the area. I hope this solution will be satisfactory to you and the community.

Sincerely,

GOVERNOR

HH/WKH/bsm

bcc: Secretary William Hellmann

Hal Kassoff
Gordon Dailey
Edward Loskot
Charles Anderson

OCT 1 1985

BUR. OF LANDSCAPE ARCMITECTURE

75A-5

39

Mr. William O. Franz 9249 Spring Valley Road Ellicott City, Maryland 21043

Dear Mr. Franz:

Please refer to your letter of August 29, 1985 requesting me to reconsider the decision of the State Highway Administration not to construct a concrete noise barrier along Ramp D at the Maryland Route 108/U.S. Route 29 Interchange.

I am sympathetic to your concerns and the concerns of the community of Columbia Hills/Meadowbrook Farms. However, it is difficult to justify the anticipated expenditures for this noise barrier. Concrete noise barriers are expensive and should be utilized where they will provide maximum benefit to the most number of people. In this situation the actual benefit will be to a relatively small number of people.

As an alternative, the State is prepared to provide privacy screen fencing and landscaping along Ramp D as a partial mitigation measure. This solution is economically feasible and will enhance the visual quality of the area. I hope this solution will be satisfactory to yourself and to the community.

Sincerely,

Harry R. Hughes Governor

bcc: Hal Kassoff Gordon E. Dailey Edward M. Loskot Charles R. Anderson

STATE HIGHWAY ADMINISTRATION

EDWARD M. LOSKOT

DEPUTY CHIEF ENGINEER - HIGHWAY DEVELOPMENT

DATE:	9-6-85 suspense:	9-13-85				
	Mr. C. R. Anderson					
	Mr. C. C. Schmidt					
.·	Mr. C. Lee					
	Mr. A. M. Capizzi					
	Mrs. L. Kuczinski	Ms. E. Rossbach				
	Mr. E. Stein	Mrs. J. Trotta				
	Miss R. Hauser	_Mr. H. Billingslea				
-	NOTE SUSPENSE DATE					
	PREPARE REPLY FOR:	DISCUSS WITH ME				
1/	GOVERNOR (DRAFT)	INFORMATION				
	SECRETARY	FOR YOUR ACTION				
	DEPUTY SECRETARY	REVIEW AND COMMENT				
	ADMINISTRATOR	PLEASE HANDLE				
	DEPUTY ADMINISTRATOR	INVESTIGATE & REPORT				
	CHIEF ENGINEER					
	MY SIGNATURE					
1/	SEND THROUGH THIS OFFICE FOR APPRO	VAL				
	REMARKS:	Je same				

SEP 9 1985

BUR. OF LANDSCAPE ARCHITECTURE

	1
Office	of the Administrator
Control # I-2	$\frac{1}{2}$ Date Rec'd at SHA $9-5-8$
Routed to:	Loskot
Date due: 9	
FOR SIGNATURE BY:	
Governor	Secretary Dep. Secretary
Administrato	r Dep. Administrator
Dronamad by M	
rrepared by. January	(telephone #) date
Typed by: faulan	Moffett 33/-3522 9/1/85 (telephone 4) date
	(telephone 4) date
Proofed by:	la W Moffett 9/11/85
Approved by:	ales R. Anderson 9/11/8
	date
Revision requested	by:
Dovined b	. date
Revised by:	date
Remarks:	date

i la

RECEIVED 1985 SEP -6 P 2: 47

BIV. OF HWY. DEVLPMT.

REQUEST FOR PREPARATION OF CORRESPONDENCE

TO:	HAL KASSOFF, SHA	:				
FROM:	Dolores Tippett, TSO	9/4/85		,		
T KOIT.	The Secretary's Office	Date				
CONCERN	ING LETTER FROM: William O.	Franz				
ON THE	SUBJECT OF: Noise barrier - U.	S. 29				
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PLEASE:		ŧ		•		
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PLEASE	RESPOND BY: 9/13/85		•			
THANK Y	OU FOR YOUR ASSISTANCE	D-DOS-026				

63 Hellmann

9249 Spring Valley Road Ellicott City, Maryland 21043 August 29, 1985

The Honorable Harry Hughes Governor of Maryland State House Annapolis, Maryland 21404

Dear Governor Hughes:

The Columbia Hills/Meadowbrook Farms Community has a serious problem. The State Highway Administration has rejected our request to build a masonry noise abatement barrier along US 29 on the grounds that it would be too costly. Enclosed is a copy of a self-explanatory letter summarizing our position. In short, we would like the decision reconsidered.

Any assistance you can give us would be most appreciated. Hopefully, the decision can be reversed or, at least, an acceptable alternative identified.

I can be reached at my home at 997-4397 or at the Lexington Market at 685-6169.

Thank you.

Best regards,

William O. Franz

Enclosure

RECEIVED
SEP 03 1985

EXEC. DEPT.

August 21, 1985

Senator James Clark, Jr. 12400 Clarksville Pike Clarksville, Maryland 21029

Dear Senator Clark:

On the behalf of the 234 homeowners of the Columbia Hills/Meadowbrook Farms Community Association I am requesting your support for the construction of a masonry noise abatement barrier along Ramp D of Route 108 (Northbound access to U.S. 29). Since the inception of this project our Community Association has been on record as providing public testimony in support of such measures. Environmental noise has been linked with hypertension and other cardiovascular changes, neurologic and gastrointestinal disturbances, susceptibility to disease, sleep disorders, fatique, and reduction of task performance, in addition to its affect on hearing. As such it represents a very real general health hazard to us.

Mr. Gordon Daley, Chief Engineer for the State Highway Administration, reported on August 9, 1985, that the decision to build a masonry noise barrier has been rejected due to cost per dwelling unit. The estimated total construction cost is \$331,000 and the latest noise analysis indicated that seven (7) homes in our community were <u>directly</u> located in a "noise sensitive area", i.e., one that has noise levels in excess of the maximum Federal Highway Administration Noise Abatement Criteria Level. Consequently the cost per dwelling unit was determined to be \$47,000, and this was the basis for rejecting the consideration of noise abatement barrier construction. It is our contention that the entire community will become a noise sensitive area as a direct consequence of the #108/#29 Interchange. If all 234 homeowners were to be considered the divisor to determine the cost per dwelling unit, then the cost would be approximately \$1,400 per dwelling unit. Certainly a more reasonable expenditure for our community residents, taxpayers and property owners, who will live with the daily reality of this health hazard. Given that our tax dollars are paying for the construction of this Interchange we want the issue of construction of a masonry noise barrier along Ramp D of #108 reconsidered, and your support would be appreciated.

I have written to Dr. C. Vernon Gray, Chairperson of the Howard County Council, to request that he arrange a meeting between members of the

65

Howard County Council, Delegates Kasemeyer and Kittleman, yourself, and residents of the Columbia Hills/Meadowbrook Farms Community to discuss this issue. Mr. David Carney, attorney, is also willing to be present at this meeting to discuss additional options available to protect our community.

I would appreciate a response to this appeal and copies of any correspondence written on the behalf of our community. Thank you for your support.

Sincerely,

Wayne C. Norris, President

Columbia Hills/Meadowbrook Farms

Community Association

4657 Dapple Court

Ellicott City, MD 21043

October 3, 1985

Ms. Karen Wade
Superintendent
Fort McHenry National Monument
Baltimore, Maryland 21230

Dear Ms. Wade:

I have been requested by Mr. Donald Honeywell of the Bureau of Project Planning, State Highway Administration, to furnish you with copies of my recent correspondence with the Site Manager for the Hampton Mansion Historic Site.

This information is enclosed.

We will also forward to you the results of the new field noise measurements when they are completed.

If you have any questions, or wish to meet to discuss this matter, please contact me.

Sincerely,

Kenneth D. Polcak

Environmental Specialist Acoustic Analysis Unit

KDP/pdm -

cc: Charles R. Anderson Eugene J. Miller



State Highway Administration



William K. Helimann Secretary

Hal Kassoff Administrator

PLEASE REPLY TO: BUREAU OF LANDSCAPE ARCHITECTURE 2323 WEST JOPPA ROAD BROOKLANDVILLE, MARYLAND 21022

September 18, 1985

Mr. Adam G. Karalius Site Manager Hampton National Historic Site 535 Hampton Lane Towson, Maryland 21204

RE: Correspondence A 3823

Dear Mr. Karalius:

Please refer to your letter dated July 22, 1985, regarding traffic noise emanating from the Baltmore Beltway (I-695) and possible impacts to the Hampton Historic site. I extend my sincere apologies for the delay in responding.

In March, 1982, personnel from this office visited the Hampton Mansion to conduct field tests of traffic noise from I-695. In addition, a study of the potential benefits from a noise barrier was performed using the FHWA noise prediction program (STAMINA 1.0). A copy of the study is enclosed.

The ambient predictions from both your study, and ours are quite consistant although our measured ambient for the same location was considerably lower (57 dBA measured, vs. 64-65 dBA predicted). I think the key point to consider; however, is the limited potential benefit that could be realized from a noise barrier given the topography of the site. Our study showed negligible benefits (less than a 5 dBA reduction) could be derived in the vicinity of the mansion patio area or the first terrace, even with a 25' barrier located near the highway right-of-way line. A noise barrier of this dimension would be too costly to consider and would have high potential for adverse visual impacts.

To obtain any significant reduction in noise levels in the area of the mansion, major regrading of the southern portion of the site would be required for creation of an earth berm well in excess of 25' in height. This may not be feasible for you to do if structures or other features are located in this area.

My telephone number is 321-3484

Adam G. Karalius September 18, 1985 Page 2



We will be contacting you within the next several weeks to arrange for obtaining new field measurements or, if you wish you may contact me in the interim.

Sincerely,

Kenneth D. Polcak

Environmental Specialist Acoustic Analysis Unit

KDP: jmb

Enclosures

cc: Mr. Charles Anderson

Mr. Eugene Miller



United States Department of the Interior

NATIONAL PARK SERVICE

Hampton National Historic Site 535 Hampton Lane Towson, Maryland 21204

JUL 22 1985

BUR. OF LANDSCAPE ARCHITECTURE

A3823

July 22, 1985

Mr. Ken Polcak Maryland State Highway Administration 2323 West Joppa Road Brooklandville, MD 21022

Dear Mr. Polcak:

On behalf of Hampton National Historic Site, I would like to request that the Maryland State Highway Administration pursue the possibility of erecting sound barriers along the boundary of Interstate 695 and Hampton.

In 1982, along with members of the Noise Control Lab at Penn State we performed a number of computer runs with the FHWA Highway Traffic Noise Prediction Model. The back porch of the mansion (facing I-695) was chosen as the observer point. The site was modeled as it exists and adjustments for slope and vegetative cover were imput to the FHWA. We used rough traffic estimates. The predicted total noise level heard at the rear of the mansion was 64.2 dBA. Although the model was not run for buildings closer to the beltway, we can rightly assume that the noise level is considerable louder at those levels.

We are concerned that the continuous noise emanating from the ever-increasing traffic on I-695 is causing some damage to our historic buildings as well as a disruption in any interpretive activities that may occur on that portion of the historic site. I also know that neighbors west of the site are also extremely concerned about the noise levels.

If possible, I would like your office to conduct some noise level tests in those areas near the beltway and perhaps discuss with you any ideas or options that you may have. We would certainly welcome the addition of sound barriers on the north boundary of I-695 from Providence to Dulaney Valley Road if possible.

Thanks for your concern. If you have any questions, please do not hesitate to call me.

Sincerely,

Adam G. Karalius Site Manager



State Highway Administration

70

Lowell K. Bridwell Secretary

M. S. Caltrider Administrator

PLEASE REPLY TO: BEREAU OF LANDSCAPE ARCHITECTURE 2323 WEST JOPPA ROAD BROOKLANDVILLE, MARYLAND 21022

April 12, 1982

Ms. June A. Crosse
Superintendent
Fort McHenry National
Monument & Historic Site
Baltimore, Maryland 21230

Dear Ms. Crosse:

Please refer to our November 20, 1981 meeting at the Hampton National Historic Site concerning traffic noise generated by I-695, the Baltimore Beltway. You requested us to monitor the noise in the area. You also requested some general information on heights of barriers to abate noise if the National Park Service desired to erect a barrier on their property.

On March 23, 1982 our Acoustic Analysis Unit visited the Hampton Mansion and measured the noise generated by the Baltimore Beltway, as five different locations on your property. Subsequent to these measurements, a computer analysis of potential noise barriers was performed using the Federal Highway Administration Level 2 Highway Traffic Noise Prediction Model (STAMINA 1.0). These locations and potential noise reductions related to barrier heights can be found on the accompaying map and chart. In addition to these materials, I have also enclosed a copy of the Federal Highway Administration's "Design Noise Level/Activity Relationship" criteria. When analyzing noise, the Maryland State Highway Administration uses the L10 noise descriptor, which is the sound level that is exceeded 10 percent of the time (90th percentile) for the period under consideration. This value is an indicator of both the magnitude and frequency of occurrence of the loudest noise events.

In order for a noise barrier to be efficient in abating noise, two things must occur: 1) it must be located relatively near the source or near the receiver, and 2) the direct line of sight between receiver and source must be broken. In the case of the Hampton Mansion, the most logical

Ms. June A. Crosse April 12, 1982 Page 2

location is near the Baltimore Beltway. Unfortunately, a barrier at this location, regardless of height, will not yeild a substantial reduction in noise at location number 1 (the patio/outdoor cafe area). Since the mansion is approximately 50' higher than the source, an exceptionally high barrier would be required to substantially break the line of sight. As each succeeding terrace or garden gets closer to the elevation of the roadway, all barriers become more efficient and more substantial noise reduction can be achieved. A minimum reduction of 5-7 dBA would have to be possible to warrant consideration of the expense of a barrier.

I hope this information is sufficient to meet your needs.

Sincerely,

Charles R. Andersch, Chief Bureau of Landscape Architecture

CRA:CDL:c

Enclosure

cc:

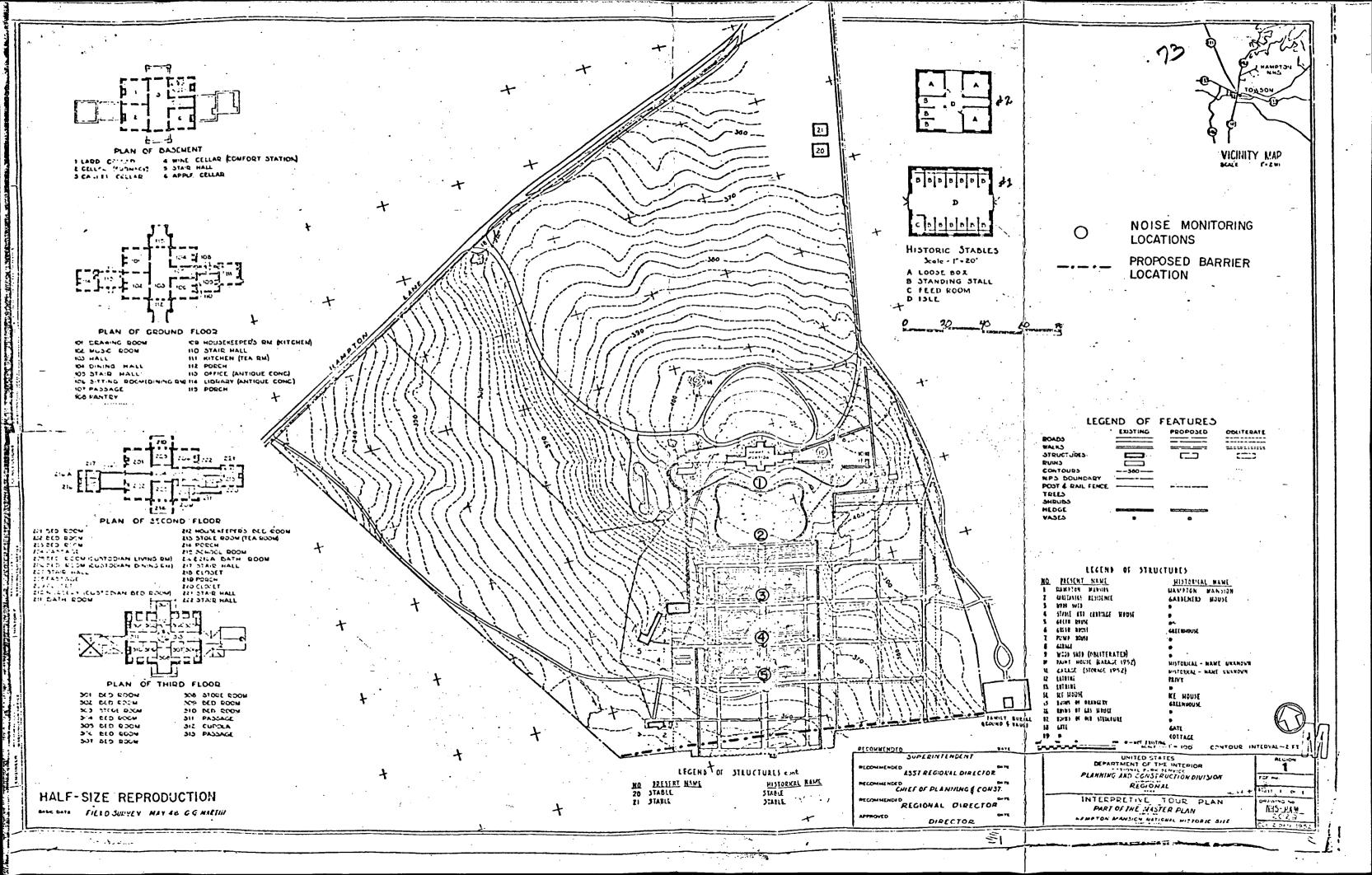
Mr. Ted Bechtol

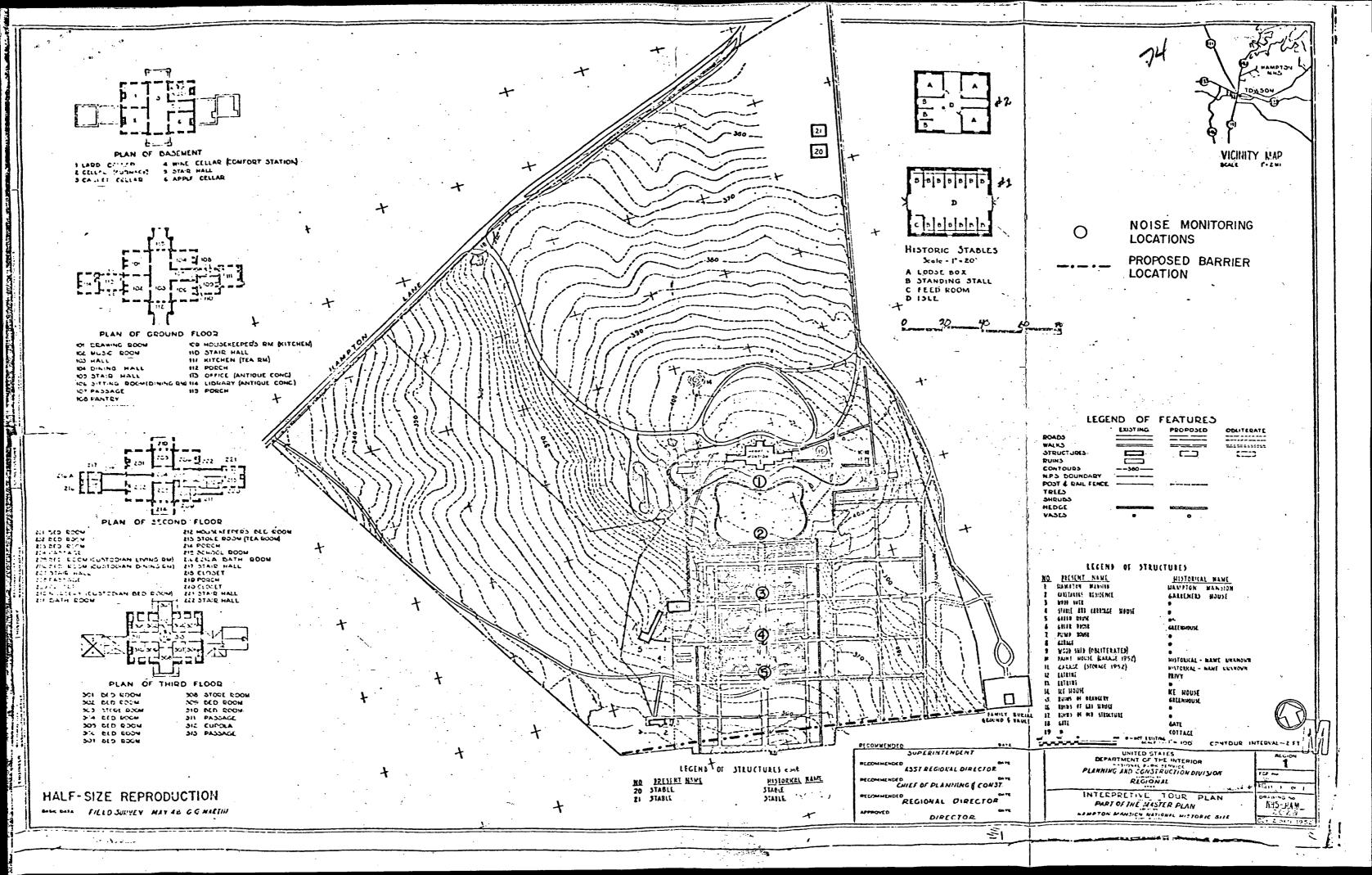
Mr. Charles D. Lippy

HAMPTON HOUSE NOISE EVALUATION

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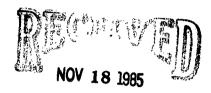


Maryland Department of Transportation

State Highway Administration

William K. Hellmann Secretary Hal Kassoff Administrator

NOV 15 1985



BUR. OF LANDOCKEE ARCHITECTURE

The Honorable William J. Burgess 8215 Edwill Avenue Baltimore, Maryland 21237

Dear Delegate Burgess:

Enclosed for your information is the additional peak noise level data you requested through the Bureau of Landscape Architecture. This data was obtained during a 24-hour measurement study conducted along Hamiltowne Circle on August 8 and 9, 1985.

We have referred your concerns about the noise level peaks to the State Police for possible enforcement action.

Sincerely,
Original Signed By;
HAL KASSOFF

Hal Kassoff Administrator

HK/pdm Enc.

bcc: Gordon E. Dailey

Edward M. Loskot

Charles R. Anderson -

Kenneth D. Polcak

24-HOUR MEASUREMENT

ZIMMERMANN RESIDENCE 2326 HAMILTOWNE CIRCLE ROSEDALE, MARYLAND

AUGUST 8, 1985	L _{eq} ¹ . (dBA)		$L_{1\cdot 0}^3$ (dBA)	L ₁₀ ³ (dBA)	L ₅₀ 3 (dBA)
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^{1.} Leq is the 'equivalent sound level', the average energy of sound levels measured in decibels (dBA) during the measurement period.

^{2.} L_{max} is the maximum sound level measured during the interval.

^{3.} The statistical measures $L_{1\ 0}$, L_{10} , and L_{50} are the levels which are exceeded or equaled a given percentage of time, eg. $L_{1\ 0}$ is the decibel value exceeded during one percent of the measurement period, or 36 seconds out of the hour.

15A-5

December 4, 1985

Ms. Cheryll Mullen 527 Royal Street Annapolis, Maryland 21401

Dear Ms. Mullen:

I am responding to your letter dated November 9, 1985 concerning the impact on your community relative to the proposed Patuxent Boulevard highway project. We are currently performing the noise analysis studies, the results of which are not yet available. When these studies are completed; you will be notified by the Project Engineer, Mr. William Baker.

Regarding our telephone conversation about the possibility of the community planting trees in the open space areas at Federaltowne, we would like to hold that in abeyance pending the outcome of the noise impact studies.

Thank you for your letter, and if I can be of further assistance please feel free to contact me.

Sincerely,

Kenneth D. Polcak

Environmental Specialist Acoustic Analysis Unit

KDP/pdm

cc: Charles R. Anderson
Eugene J. Miller
William Baker
Leonard R. Zembas

Sangle Muller November 9, 1985 527 Ruyal St. anapries, md. 21401 Dear Mr. Volcak, Thank-you for spending so much discussing various environmental Considerations with me. I think the attached letter gets at the heart of most of my community's concerns and desires for specific cinformation in this area. I have enclosed a map of + educationne, of it turns out the State does not plant trees on the area we discussed I would appreciate your suggestions as to where the double now of conights should be plantiel for maximum benefit. This area is marked as open space 1.3589 acred on the map. It is Chetween 501-515 Rayal St and Dejurater Krad, Sinerely, NOV 14 1985 Chenyll Maller (do8-0006) BUR. OF LANDSCAPE ARCHITECTURE

Cherryll Mullen 527 Royal Street Annapolis, Maryland 21401

Re: Third section of the Patuxent Boulevard --Alternate H-6

Mr. Ken Polcak
Environmental Specialist
Bureau of Landscape and Architecture
Brooklynville, Maryland 21022
November 7, 1985

Dear Mr. Polcak:

As per our conversation, my community feels that an evaluation of the effects of noise, visual impact, and pollution relative to Federaltowne needs to be made.

My community requests that noise level measurements be taken, that the effects of noise and visual impacts be examined and evaluated in detail relative to Federaltowne and the two proposed options (or whatever other options that SHA might propose). We further request that the study include recommendations as to what can be done to mitigate these effects.

We request that you measure current or actual levels of noise generated by Forest Drive traffic during peak, average, and low traffic periods. We also want to know the predicted levels of noise under each option and from at least three locations in the community. (The location of one receptor site should be at 500 Royal Street, as it will probably be the property most affected by noise, if it remains.)

We want to know if the projected noise levels at a certain time may exceed the current allowed maximum noise levels under federal or state standards. Please describe in as much detail as possible the methods and constraints used in developing the predictions of noise. We would also like to know to what extent noise barriers, landscaping, etc. might mitigate these effects.

Community members are interested not just in average noise, but in the extremes of noise.

We also want to know if the current wooded area in the state's right-ofway adjacent to the proposed Patuxent Boulevard will remain wooded.

Thank you for your time and consideration.

Sincerely,

Cherryll Mullen

Cherryll Mullen

President, Federaltowne Civic Association

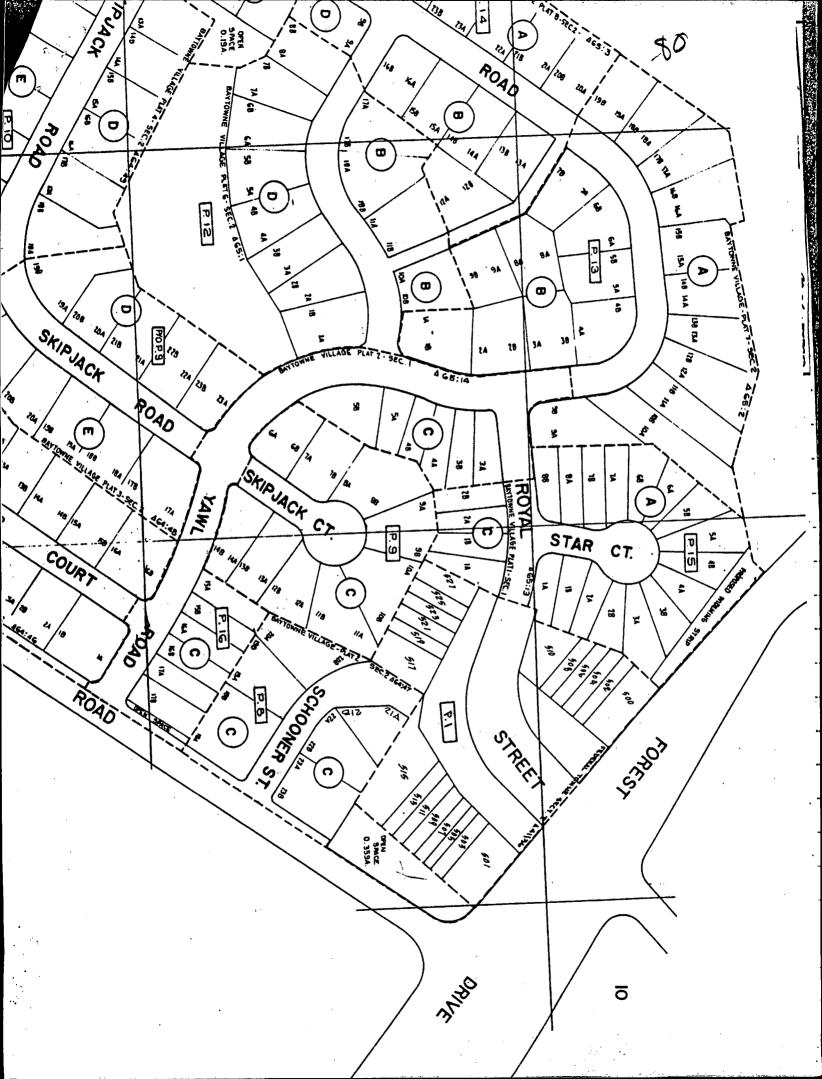
enclosure: Resolutions

Map of Federaltowne

Vashti A. Hold Vashti A. Holt

Secretary, Federaltowne Civic Association

cc: Edward H. Meehan, District Engineer District 5
William C. Baker, Project Engineer



FEDERALTOWNE CIVIC ASSOCIATION 500 BLOCK OF ROYAL STREET ANNAPOLIS, MARYLAND OCTOBER 26, 1985

At an emergency meeting of the Federaltowne Civic Association on October 24, 1985 the following resolutions were adopted with regard to the third section of the proposed Patuxent Boulevard as it relates to the area between Chinguapin Round Road and Hilltop Lane:

RESOLVED:

- 1. That, while noting the alignment of the proposed Patuxent Boulevard in Option (or Alternate) Two is a little farther away from the Federaltowne community than in Option One, we support Option One with respect to its treatment of the block of townhouses with addresses of 500, 502, 504, 506, 508, and 510 subject to the conditions outlined below. Furthermore, due to the profound impact of increased noise, our proximity to the proposed Patuxent Boulevard, and the potential to lower property values, reduce the quality of life, and damage Federaltowne residents in the enjoyment of their properties, which may result from either option, we desire that the following conditions be met:
- a. The entire block of townhouses (500-02-04-06-08-10 Royal Street) be taken by eminent domain, regardless of which design option is selected, and the fair market value for reimbursement to the property owners be established in a timely period. (This is the unanimous vote of the property owners of 500-02-04-06-08-10 Royal Street and has the unanimous agreement of the remainder of the members of Federaltowne present at the meeting of October 26, 1985.)
- b. Safety, noise, and visual barriers are to be erected in the areas from which the buildings would be removed, and a safe, attractive recreational area be created for the use and enjoyment of the remaining residents and to mitigate the effects of the proposed Patuxent Boulevard on the remainder of the community.
- 2. That there is already an existing wooded area west of the 500-510 and 517-527 blocks of Royal Street and that this natural barrier and buffer be retained whereever possible.
- 3. That the final environmental impact statement for the proposed Patuxent Boulevard was of a general

FEDERALTOWNE CIVIC ASSOCIATION 500 BLOCK OF ROYAL STREET ANNAPOLIS, MARYLAND OCTOBER 26, 1985 Page -2-



nature and did not contain an evaluation of the effects of noise, pollution, and visual considerations relative to Federaltowne, that the members of Federaltowne request that noise level measurements be taken, that the effects of noise, visual impact, and pollution be examined and evaluated relative to Federaltowne, that the study include a recommendation as to what can be done to mitigate these effects, and inasmuch as the members of Federaltowne did not have this information prior to the public hearing on October 30, 1985, that we be notified of the results of such studies and be given a reasonable period to respond to the studies and that our response be included with the rest of the testimony.

- 4. That since the safety of pedestrians with regard to the proposed Patuxent Boulevard (from Chinquapin Round Road to Spa Road) is even more in jeopardy than existing conditions found on Forest Drive, the State of Maryland and the City of Annapolis cooperate in adding sidewalks, pedestrian crosswalks, and other measures to ensure the safety of pedestrians in walking beside and across the roadway.
- 5. That access to the proposed Patuxent Boulevard from Royal Street be via Bywater Road and a new opening at Schooner Court and that Royal Street be closed at the proposed right of way with a suitable barrier, new curb and gutter, and appropriate landscaping.
- 6. Due to the severe impact of the proposed Patuxent Boulevard on our community and our proximity to the right of way, that a representative of the State Highway Administration meet with us in Federaltowne to discuss, review and examine the effects of the existing proposals on our community.

WE SIGNIFY OUR AGREEMENT WITH THESE RESOLUTIONS BY OUR SIGNATURES BELOW:

Address

Gengel Mueles

Roberto L. Mullen

S27 Rayal Street

S27 Rayal Street

S27 Rayal Street

S21 Karfal Street

S33 Royal Street

S43 Royal Street

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surers 503 Rayal Str

December 11, 1985.

Mr. Andrew P. Harris, M.D., President Thornleigh Improvement Association 1617 London Road Towson, Maryland 21204

Dear Dr. Harris:

We have received your letter dated November 20, 1985, regarding the noise abatement project along I-695 between Thornton Road and I-83 north. Your specific areas of concern will be considered in the development of the project design. In the actual design process, a computer model is used which allows us to assess noise impact from all roadways and ramps in a study area.

Community involvement is an important part of all noise abatement projects. Priorato completing our final design, a public meeting will be held to allow ample opportunity for specific community concerns, both individual and collective, to be heard.

Thank you for your thoughtful letter. We look forward to working with you on this worthwhile project.

Sincerely,

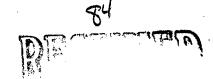
Kenneth D. Polcak Environmental Specialist Acoustic Analysis Unit

KDP:jmb

cc: Charles R. Anderson
Eugene J. Miller
Donald G. Honeywell

THE THORNLEIGH IMPROVEMENT ASSOCIATION, INC.

TOWSON, MARYLAND 21204



NOV 26 1985

BUR. OF LANCECAPE AMMILECTURE

November 20, 1985

Mr. Ken Polchak Landscape Architect State Highway Administration 2323 W. Joppa Road Brooklynville, MD 21022

Dear Mr. Polchak:

I am writing to you as President of the Thornleigh Improvement Association Incorporated. We are a community of nearly 250 homes that lies just inside the Beltway between Thornton Road and I-83 North. I contacted you by phone approximately two weeks ago regarding our concerns over the noise abatement project for the Beltway.

As I have stated to you over the phone, we are concerned mainly about three areas of the Beltway near our neighborhood. First, we feel that the noise abatement project needs to start west of the Thornton Road bridge and include the Thornton Road bridge in order to be truly effective in reducing the rapidly increasing noise levels in our neighborhood. Second, we feel that the neighborhood itself needs to be protected up to and including the off ramps leading to I-83 North. Third, we feel that consideration must be given to including noise abatement projects on all levels of the I-83-Beltway-Charles Street interchange. It seems that only by including sound barriers on all levels of this interchange would noise be reduced in our neighborhood to acceptable levels. These concerns become even more important now that the State Highway Administration is planning to increase the traffic on the Beltway by the widening project being proposed.

I enclose a small map of the area. On this map, I have indicated where it seems to us that noise abatement barriers must be erected in order to reduce the tremendous volume of noise that currently exists in our neighborhood due to increasing Beltway traffic.

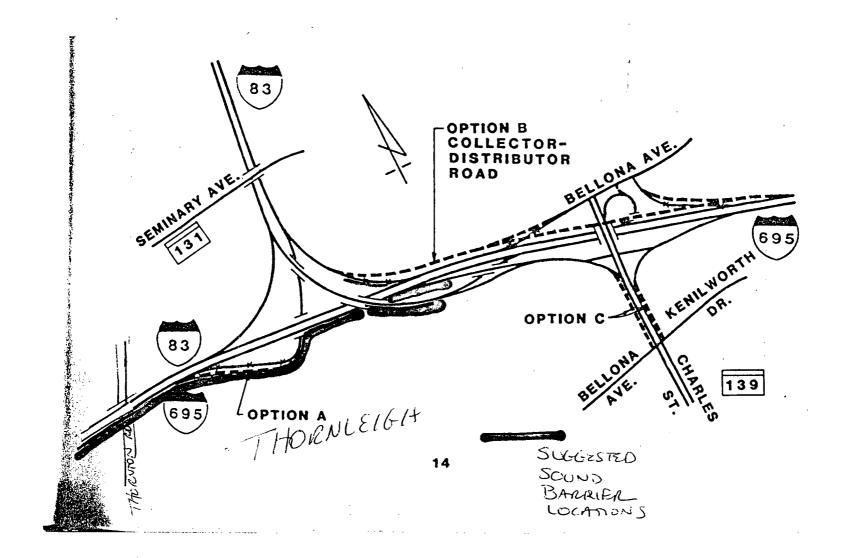
Mr. Ken Polchak November 20, 1985 Page 2

Finally, please keep our neighborhood informed of any planning, decisions, or meetings that are to be held regarding this project as it concerns our neighborhood. Please feel free to contact us for any assistance necessary.

Sincerely,

Andrew P. Harris, M.D. President
Thornleigh Improvement Association 1617 Landon Road
Towson, MD 21204

APH/cc





Maryland Department of Transportation

State Highway Administration

PH

William K. Hellmann Secretary Hal Kassoff

Administrator

DEC 19 1925



DEC 23 1985

The Honorable Arthur S. Alperstein House of Delegates
3 Jenny Lane
Pikesville, Maryland 21208

Dear Delegate Alperstein:

I received your November 18, 1985 letter concerning the Menorah that is blocked from view by a recently constructed wall adjacent to the Moses Montefiore Emunath Israel Woodmoor Hebrew Synagogue.

The wall was erected to abate noise emanating from Interstate Route 695 (Baltimore Beltway). Traffic noise is a serious problem to people living adjacent to Interstate highways with very high volumes of traffic. The noise barrier projects include abatement for religious buildings of worship and schools in addition to private homes. Since the Synagogue and its adjacent school were within our project limits, we erected the barrier along their property to improve the quality of their environment.

Noise attenuation walls must be continuous and extend several hundred feet beyond the receiver in order to be acoustically effective. If the existing wall was removed to see the Menorah, noise attenuation would be reduced for at least the three homes immediately adjacent to the east side of the Synagogue. Removal of the large concrete wall panels would be costly. However, we will consider removal of the wall if written concurrence from the three affected property owners could be obtained by Rabbi Everett S. Ackerman. The concurrence should state that the property owners realize noise levels will be increased by removal of the wall.

Delegate Arthur S. Alperstein Page 2

Another solution to the matter may be for the Congregation to raise the position of the Menorah on the Synagogue so it can be seen from Interstate Route 695. In this way, they and their neighbors would retain the acoustical and security values of the existing wall.

I hope this information may be helpful to you in this matter.

Sincerely,

original Signed By:

Original Kassoff

Administrator

HK/pdm

bcc: Gordon E. Dailey

Edward M. Loskot

Charles R. Anderson



STATE HIGHWAY ADMINISTRATION

EDWARD M. LOSKOT

DEPUTY CHIEF ENGINEER - HIGHWAY DEVELOPMENT

1/ M	Ir. C. R. Anderson	
. N	ir. C. C. Schmidt	
M	ir. C. Lee	
M	ir. A. M. Capizzi	NOV 24 1985
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RECEIVED 1985 NOV 26 A 10: 18

HIM OF HWY. DEVLPHT.

House of Delegates

Annapolis Maryland 21401-1991

REPLY TO: 3 JENNY LANE PIKESVILLE, MARYLAND 21208 TELEPHONE: 486-1954

DURING SESSION: HOUSE OFFICE BUILDING **ROOM 310** TELEPHONE:

ANNAPOLIS, MARYLAND 21401-1991 DIRECT LINE: 841-3342 841-3488

November 18, 1985

CHAIRMAN MOTOR VEHICLES LAWS SUBCOMMITTEE

ARTHUR S. ALPERSTEIN

VICE-CHAIRMAN

JUDICIARY COMMITTEE

FLEVENTH DISTRICT BALTIMORE COUNTY

ADMINISTRATIVE, EXECUTIVE LEGISLATIVE REVIEW COMMITTEE

Mr. Hal Kassoff Administrator State Highway Administration P.O. Box 717 21203-0717 Baltimore, Maryland

Kassoff: Dear Mr.

Enclosed please find letter from Rabbi Everett S. Ackerman of the Moses Montefiore Emunath Israel Woodmoor Hebrew Congregation.

Your people were very helpful recently when they raised the sign outside of the Synagogue; however, the Menorah is of great importance to them. Perhaps they are not asking too much by a removal of a section of the wall opposite the Menorah as it does seem to be at the end of the street.

Please advise as soon as possible and keep me posted.

Thank you again for your consideration.

Very truly yours,

ARTHUR S. ALPERSTEIN

ASA/srs

Rabbie Everett Ackerman

LI 110V 05 118 29

erita Halada

Moses Montefiore Emunath Israel Woodmoor Hebrew Congregation 3505 CORONADO ROAD . BALTIMORE MARYLAND 21207

PHONE: 655-4488

November 11, 1985 27 Cheshvan, 5746

OFFICE OF THE RABBI

Delegate Arthur Alperstein 3 Jenny Lane Baltimore, Md. 21208

Dear Arthur:

Thank you once again for your prompt and effective attention to our concern with the sign in the back of our Synagogue.

As we discussed on Sunday morning, I am very concerned that our Menorah can no longer be seen from Liberty Rd. or the Beltway. Our Menorah is, in addition to marking the location of our Synagogue, an important symbol of Jewish presence in our community. We are very dismayed that the wall, built by the State, completely blocks the view of the Menorah from Liberty Road and the Beltway. We never asked for, nor do we desire, to have this wall behind our property.

we would very much appreciate it if either a section of the wall opposite the Menorah could be removed, or if the entire wall could be taken down and begun only at the property adjacent to ours, where it would serve the homeowners who desire it without continuing to function as a disservice to our Congregation.

Sincerely yours, Everett S. Advorman

Rabbi Everett S. Ackerman

ESA: lgr.

151-5

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Descended

JUL 17 1985

BUR. OF LANDSCAPE ARCHITECTURI

JUL 1 6 1535

The Honorable Sidney Kramer Senate of Maryland 11500 Gilsan Street Silver Spring, Maryland 20902

Dear Senator Kramer:

I received your June 21, 1985 letter pertaining to a Type II noise abatement project on I-495 in the Cresthaven Drive area of Silver Spring. You asked if this project could be expedited to an earlier date than outlined in my May 23, 1985 letter to you.

A year ago, Type II noise abatement projects were being advertised for construction at a rate that would take twenty years to complete the program. Last September, the State Highway Administration accelerated the program so that it could be completed in six years. We are on schedule with that program. Unfortunately, further compression of schedules is not possible. To indicate otherwise would not be realistic.

I realize that traffic noise is a serious problem to people living adjacent to our interstate highways. Maryland's Type II Noise Abatement Program is one of the largest such programs in the country at our current rate of funding. Your patience in this matter will be appreciated.

Sincerely,

/S/-WILLIAM K. HELLMANN

William K. Hellmann Secretary

WKH/rh

cc: Mr. Hal Kassoff

bcc: Mr. Gordon E. Dailey

Mr. Edward M. Loskot

Mr. Charles R. Anderson

Mr. Michael Snyder

STATE HIGHWAY ADMINISTRATION

EDWARD M. LOSKOT

	HIGHWAI DEVELOPMENT
DATE: <u>G-28-65</u> SUSPENSE:	<u>7-5-85</u> "
	•
X Mr. C. R. Anderson	
Mr. S. J. DiPietro	<u> المغرب و المعالمة المعالمة</u>
Mr. C. Lee	
Mr. A. M. Capizzi	.iui 1 1985
Mrs. L. Kuczinski	BUR. OF LANDSCAPE ARCHITECTURE
•	Mr. B. Weiner
Mr. E. Stein	Mrs. J. Trotta
Mr. T. Kilker	Mr. H. Billingslea
Miss R. Hauser	
	E DATE
PREPARE REPLY FOR:	
	DISCUSS WITH ME
GOVERNOR (DRAFT)	INFORMATION
X SECRETARY	FOR YOUR ACTION
DEPUTY SECRETARY	REVIEW & COMMENT
ALMINISTRATOR	PLEASE HANDLE
DEPUTY ADMINISTRATOR	
	INVESTIGATE & REPORT
CHIEF ENGINEER	
MY SIGNATURE	•
SEND THROUGH THIS OFFICE FOR A	APPROVAL,

REMARKS:



Office of the Administrator

· · · · · · · · · · · · · · · · · · ·
Control # F-103 Date Rec'd at SHA 6-27-8
Routed to: Ed Loskot
Date due: 7-8-85 RECEIVED
FOR SIGNATURE BY: 1985 JUN 28 P 3: 14
Governor Setretary DEVLPMT. Setretary Dep. Secretary
Administrator Dep. Administrator
Prepared by: Maslask Andrews 32/352/ 2/3/8 (telephone #) date
Typed by: \(\frac{\tanhall Moffett 23/-3522 1/3/8}{\telephone \#) \date}
Proofed by: Sala Moffett 7/3/85
Approved by: Charles A. analysen 2/3/8 date
Revision requested by:
Revised by:
Remarks:

(Please Print Last Names)

RECEIVED

	REQUEST FOR PREPARATION OF CORRESPONDENCE
	TO: Hal Hassoff, SHA DIV, OF HAY DEVIPME
	FROM: 6/27/85 The Secretary's Office Date
	CONCERNING LETTER FROM: Serater Sidney Grane
	ON THE SUBJECT OF: Moise abatement -
	_ Crestlever Dive adjacent to
	<u>7-495</u>
	PLEASE:
• • • • • • • • • • • • • • • • • • • •	Draft for Governor's signature and return
	Draft for Governor's signature acknowledg- ing the Secretary's receipt and return
	Reply for Secretary's signature and return
	Reply for signature acknowledging the Secretary's receipt and return
	TATE HOY AD Reply directly with copy to
	JUN 65 5: U3 Reply directly
	REMARKS:
	PLEASE RESPOND BY: 7/8/85
and the state of t	THANK YOU FOR YOUR ASSISTANCE D-DOS-02



SENATE OF MARYLAND

ANNAPOLIS. MARYLAND 21401-1991

SIDNEY KRAMER
STATE SENATOR
MONTGOMERY COUNTY DIST. 19

June 21, 1985

HOME ADDRESS: 11500 GILSAN STREET SILVER SPRING, MARYLAND 20902 WASHINGTON AREA: 858-3151 ANNAPOLIS AREA: 841-3151

ECONOMIC & ENVIRONMENTAL AFFAIRS COMMITTEE
EXECUTIVE NOMINATIONS COMMITTEE
JOINT COMMITTEE ON ADMINISTRATIVE.
EXECUTIVE & LEGISLATIVE REVIEW
CHAIRMAN, MONTGOMERY COUNTY

SENATE DELEGATION

RECEIVED

The Honorable William K. Hellman Secretary of Transportation P.O. Box 8755 BWI Airport Baltimore, Maryland 21240 JUN 27 1985

SECRETARY OF THE COMPONISTION

Dear Secretary Hellman:

I am in receipt of your letter dated May 23, 1985 in response to my plea on behalf of Mr. Henry Brauner, Mr. William Hartung and other residents of the Cresthaven Drive area of Silver Spring, for an expeditious solution to the traffic noise situation affecting residents of the south side of Cresthaven Driven adjacent to Rt. 1-495. I appreciate your response to my inquiry and am pleased that the Department of Transportation has a noise abatement program underway which includes construction of noise barriers in the Cresthaven Drive area; however I find the time element for implementation of this program highly discouraging and unacceptable.

The residents of the Cresthaven Drive area which borders I-495 have already coped with this problem for a number of years. Is there any possible way that this construction project could be expedited for consideration earlier than the scheduled date of Fall of 1986 and the currently scheduled contract bid date of Fiscal Year 1988?

I would appreciate your cooperation in expediting this matter. Please apprise me of any action taken or progress made in this area.

Sincerely

Sidney/Kramer State Senator

27 JUN 65 3 103

CIAIR BUY A. A

SK/mc

cc: Mr. Wm. Hartung
Mr. Henry Brauner

97

October 4, 1985

Mr. Barry Siegle
119 Forest Avenue
Baltimore, Maryland 21228

Dear Mr. Siegle:

Thank you for hosting our informational meeting last inight regarding the proposed traffic noise abatement project along 1-695 from south of U.S. 40 to south of Edmondson Avenue.

As discussed last night our second meeting with members of the community will occur in June or July when our design is about 50% complete.

We appreciated having the opportunity to meet with you and several of your neighbors regarding this important project.

Very truly yours,

Charles R. Anderson, Chief

Bureau of Landscape Architecture

CRA/pdm

cc: Gordon E. Dailey Edward M. Loskot

Charles R. Olsen

98

MY DEAR MR. ANDERSON,

I APARECIATE YOUR LETTER DATED

23 MAY BS IN REGARDS TO THE NOISE

ANSATEMENT PROGRAM FOR THE FOREST

AVENUE NEIGHPORHOOD.

AS YOUR LETTER STATED - "THE FIRST MEETING WILL DE IN SEPTEMBER", BAT MAN ATTEMPTED TO CONTACT ME EITHER AT HOME ON WORK! WHAT ITAS HAPPEN TO THE DISCUSSION OF THE PROTECT "ON A CONCEPTUAL BASIS"???? WITH YOUR STAFF, YOURSELF, AND MYSELF AND SEVERAL NEIGHBORS!

I AND MY NEIGHTSON! CONTINUE TO WONDER IF WE WILL EVEN GET THE WALLS THENT NOW EXIST A BOVE EXIT IB AND GETOW EXIT 20 ON I-695! ANOTHER GUESTION HAS ANISEN HERE AS TO WHY THE ANEA NONTH OF EXIT IB HAS GUTTEN THE PARAMERS. MORE AMORE GO UP WITHOUT EXPLANATION. WE'D LIKE TO KNOW WHY....

I HAVE DRAFTED A LETTER TO

CONOMESS WOMAND MIKULSKI AND WILL

RELAY MY CONCERNS TO HER SOMETIME

NEXT WEEK, IF I DON'T HERE FROM

YOU VAY THEN... WE AWAIT A

POSITIVE RESPONSE FROM YOU, OF COURSE

AND HOPE TO HEAR FROM YOU.

I can be contacted at work 99
IN WASHINGTON D.C., DURING THE
DAY TIL 3 P.M. AT (202) 433-3545
ON AFTER 4:30 PM AT HANG AT
(30) 747-5065.

HOPE TO HEAR FROM YOU, PREFERANCY IN WRITING! THANK YOU FOR YOUR COOPERATION & ASSISTANCE,

BARRY SIEGRE
119 FOREST AVENUE
BATTMONE, MD. 21228

May 23, 1985

Mr. Barry L. Siegle 119 Porest Avenue Catonsville, Maryland 21228

Dear Mr. Slegle:

Thank you very much for your thoughtful letter dated April 3, 1985 regarding traffic noise along 1-695. My apologies for the delay in responding to your letter.

A Type II noise abatement project is programmed for 1-695 between south of U.S. 40 to south of Edmondson Avenue. The project is scheduled to be advertised for construction during the 1987 Fiscal Year. We will have two informational meetings to review the project. The first meeting will be in September. This will be with several community leaders to make them aware of our design schedule and activities. The second meetign will be with members of the community when the design is about 50% complete and we know the location and height of the barrier. At this meeting we will make recommendations and receive input from the community on the visual aspects of the community side of the barrier.

We will be in contact with you to discuss arrangements for an initial meeting in September to discuss the project on a conceptual basis.

Thank you for your patience and cooperation. We look forward to working with you towards the completion of the noise abatement project.

Very truly yours,

Charles R. Anderson,

Blud O. Child

Bureau of Landscape Architecture

CRA/pdm

cc: Gordon E. Dailey Edward M. Loskot Charles Olsen

Kenneth D. Polcak

321-3521

Morning Chamber

EXECUTIVE MARYLAND 21404

101

November 19, 1985

Dr. M. Barbara Laufer 9241 Winding Way Ellicott City, Maryland 21043

Dear Dr. Laufer:

Thank you for your letter and petition of October 3, 1985 requesting that a masonry noise barrier be constructed as part of the proposed U.S. Route 29/Maryland Route 108 Interchange.

Your letter included several complex items that require a detailed and complete response by the State Highway Administration. I have, therefore, forwarded your letter to Mr. Hal Kassoff, the State Highway Administrator, for his review and reply direct to you.

I appreciate your concern and you may expect to hear from Administrator Kassoff soon.

twenty Heights

Governor

HH/WKH/ml

bcc: Mr. Wm. K. Hellmann

Mr. Hal Kassoff, SHA

Mr. Gordon E. Dailey, SHA

Mr. Edward M. Loskot

Mr. Charles R. Anderson

Mr. Anthony M. Capizzi

Mr. Robert J. Finck

Wayne A. McDaniel

185 NOV 25 A

25 A l0: 03

er Pland 21043

Dr. M. Barbara Laufer 9241 Winding Way Ellicott City, Maryland 21043

Dear Dr. Laufer:

This is to acknowledge receipt of your letter dated October 3, 1985, requesting that a masonry noise barrier be constructed as part of the proposed U.S. Route 29/Maryland Route 108 Interchange.

Your letter included several complex items that require a detailed and complete response by the State Highway Administration. I have, therefore, forwarded your letter to the State Highway Administrator for his review and reply direct to you.

I appreciate your concern and you may expect to hear from Administrator Kassoff soon.

Sincerelx,

Harry Hughes Governor

HH/lk

cc: Mr. Hal Kassoff

bcc: Mr. Gordon E. Dailey

Mr. Edward M. Loskot

Mr. Charles R. Anderson

Mr. Anthony M. Capizzi

Mr. Robert J. Finck

Dictated by Mr. Charles R. Anderson - November 5, 1985 - 321-3521.

Who What I was a second of the Dr. M. Barbara Laufer 9241 Winding Way Ellicott City, Maryland\ 21043 Dear Dr. Laufer: This is to acknowledge receipt of your letter dated October 3, 1985 requesting that a masonry noise barrier be constructed as part of the proposed U.S. 29/Mor 108 Interchange. Your letter included several complex items that require a detailed and complete response/by the State Highway Administration. I have therefore forwarded your letter to the State Highway Administrator for his review and reply direct to you. 1 appreciate your concern and you may expect to hear from Administrator Kassoff soon. Sincerely, Harry Hughes Governor HH/pdm Enc. Hal Kassoff Gordon E. Dailey Edward M. Loskot Charles R. Anderson Anthony M. Capizzi Robert Finck Dictated by: Charles R. Anderson

NOISE ANALYSIS SUPPLEMENT

U.S. 29/Md. 108 Interchange State Contract No. HO 314-201-770

Analysis report is prepared as a supplement to the Noise Analysis report, dated July, 1979, and prepared by the Maryland State Highway Administration for the proposed improvement of Md. Rte. 108 from west of U.S. 29 to Md. Rte. 104. An acoustic impact analysis was performed for the Columbia Hills subdivision located in the northeast quadrant of the U.S. 29/Md. 108 interchange adjacent to RAMP 'D'.

Analysis was performed using the FHWA noise prediction program, STAMINA 2.0 using projected design year (2009) traffic data for the design hour which equals 10% of the average daily traffic (ADT). Leq noise level predictions were made for five (5) locations within the Columbia Hills subdivision (see attached map). Predictions based on existing traffic volumes were also made.

The results were as follows:

Leg NOISE LEVEL PROJECTIONS

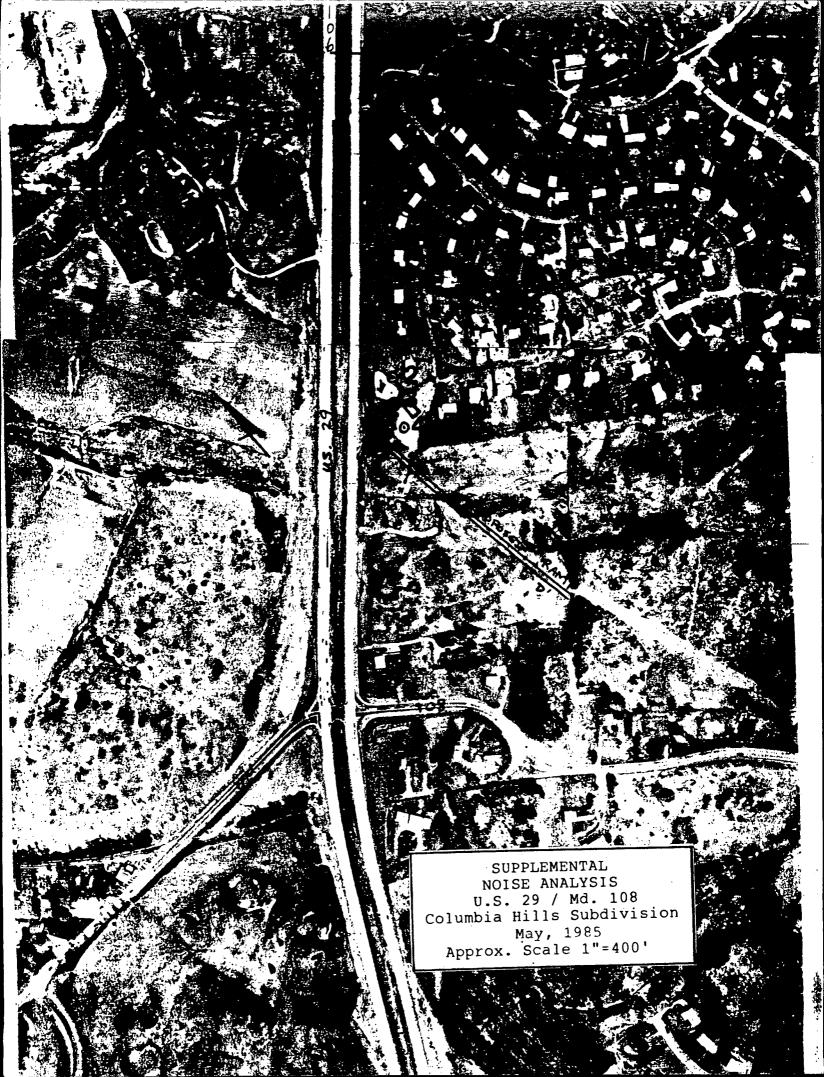
Location	:	Existing	<u>=</u>	BUILD
<u>l</u> (R1)		66 dBA		69 dBA
2 (R2)		68 dBA	4	71 dBA
3 (R31)	•	67 dBA	•	71 dBA
4 (R32)		66 dBA		70 dBA
5 (R4)		64 dBA	•	 68 dBA

The noise level increase of 3-4 dBA from existing to the design year is due to traffic volume increases. The noise contribution from traffic on Ramp 'D' is less than 1-2 dBA. Thus any noise abatement system would be designed to attenuate noise from traffic on U.S. 29.

Based upon the design year noise level projections, noise abatement is warranted for the Columbia Hills subdivision. This area is within the limit-of-work of the project, and full control of access in the interchange area is proposed, which would facilitate placement of a noise barrier.

A preliminary cost estimate for a noise barrier 1200 feet in length with an average height of 12 feet would be approximately \$331,200, or approximately \$41,000 to \$47,000 per residence. Costs include overhead, drainage, and landscaping. The "perresidence" cost assumes 7-8 residence would benefit from erection of the barrier system. The costs as shown do not consider any berming (as previously designed and noted in the attached memorandum dated November 13, 1984) which may reduce somewhat, the required total square footage of noise barrier required.

Following concurrence with the above recommendations, final detailed design of the proposed noise barrier will be initiated.



STATE HIGHWAY ADMINISTRATION

EDWARD M. LOSKOT

DEPUTY CHIEF ENGINEER DATE: 10-10-85 SUSPENSE	: 10-16-85 EXTENDED STEIN
Mr. C. R. Anderson	Dick
Mr. C. C. Schmidt	
Mr. C. Lee	OCT 14 1985
Mr. A. M. Capizzi	BUR. OF LANDSCAPE ARCHITECTURE
Mrs. L. Kuczinski	Ms. E. Rossbach
Mr. E. Stein	Mrs. J. Trotta
Mr. T. Kilker	Mr. H. Billingslea
Miss R. Hauser	
NOTE SUSPEN	SE DATE
PREPARE REPLY FOR:	DISCUSS WITH ME
GOVERNOR (DRAFT)	INFORMATION
SECRETARY	FOR YOUR ACTION
DEPUTY SECRETARY	REVIEW AND COMMENT
ADMINISTRATOR	PLEASE HANDLE
DEPUTY ADMINISTRATOR	INVESTIGATE & REPORT
CHIEF ENGINEER	
MY SIGNATURE	
SEND THROUGH THIS OFFICE FO	R APPROVAL
REMARKS:	
Do the best you can on your need a couple extra day problem, please advise,	the suspense. If s it shouldn't be a E.G. Steln

· · ·	Office of the Adm	inistrator
Control #	J-46 Date Rec	'd at SHA 10-9-8-
Routed to:	Ed 20	5%ot
Date due:	10-16-85	
FOR SIGNAT	URE BY:	'
Gove	rnor Secreta	ry Dep. Secretary
, Admi	nistrator De	o. Administrator
Typed by:		(telephone #) date/ (telephone #) date/ (telephone #) date
		offitt 10/51/85 date Indexen 10/21/8
•		date
	requested by:	date
Revised by	':	·
		date

REQUEST FOR PREPARATION OF CORRESPONDENCE

TO: 🔌	HAL KASSOFF, SHA
FROM:	Dolores Tippett, TSO 10-8-85
11011.	The Secretary's Office Date
CONCERN	ING LETTER FROM: Dr. M. Barbara Laufer
ON THE	SUBJECT OF: Noise abatement measures
	MD 108/US 29 - Howard County
PLEASE:	
	Draft for Governor's signature and return
-	Draft for Governor's signature acknowledging the Secretary's receipt and return
	Reply for Secretary's signature and retur
-	Reply for signature acknowledging the Secretary's receipt and return
	Reply directly with copy to
	Reply directly
REMARKS	
• • • • •	
9 PTFASE	RESPOND BY:10-17-85
	OU FOR YOUR ASSISTANCE D-DOS-02

F.ECEIVED 1985 OCT 10 IP 3:32 277. CELTYY, CEVLPME. OR, 14. BANBARA TARUTK SEAN VIRBIRG VAN STERONT CRY, 141-20045 RECEIVED

110 OCT 8 TORK

SICH STARY

October 3, 1985

Governor Harry Hughes State of Maryland Executive Department Annapolis, Maryland 21404

Dear Governor Hughes:

i am in receipt of your letter of September 25, 1985 to Mr. William Franz. He forwarded it to me as his correspondence to you included the attachment of my letter to Dr. C. Vernon Gray, Chairperson the County Council of Howard County, with copies to all members of the County Council and state delegation. In that letter I had outlined the community's primary concern regarding noise pollution and noise abatement measures along Ramp D at the Md. 108/U.S. 29 Interchange. I will not reiterate the contents of that letter, but the long term affects of noise as a public health hazard and a stressor are well documented and go well beyond being simply an annoyance. In addition, it is a matter of public record that our community has provided testimony in support of noise abatement since the inception of this project.

Your prompt response is sincerely appreciated, however I have some concern as to whether you have been given the necessary and/or complete information required to reconsider the State Highway Administration's negative decision to construct a masonry noise barrier. I am an Audiologist on the faculty of Towson State University and a resident of the community, whose property is being acquired for the Right of Way for this project. Consequently, both professionally and personally, I feel well qualified to provide comment to your response and seek answers to those questions the SHA has failed to address:

Item 1: Why did the SHA fail to initiate an update of the noise impact statement included in the Final Negative Declaration of June, 1980, when the project design was significantly altered after the submission of this report?

The identification of highway noise pollution as a public health issue led to the passage of the Federal Aid Highway Act of 1970. This Act specified that any Federal-aid highway project must include adequate measures to implement the appropriate noise level standards. This Act was revised in 1973 (FHPM 7.7.3) – wherein the Federal Highway Program Manual was adopted to control and administer the directives the state highway authorities must use to investigate and incorporate feasible noise

mitigation measures for new or previously constructed highways. The FHWA Noise Abatement Criteria Level was established as a <u>maximum</u> acceptable noise level of 67 dBA ($L_{\rm eq}$) for residential land use.

I initiated a request for a noise analysis of my property and a limited (15 minute) measurement was provided by the Bureau of Landscape Architecture in September, 1984. An additional, more comprehensive, noise analysis was done in April, 1985 at my request. That analysis indicated a current level of 66.3 dBA which was only .7 dB below the maximum acceptable FHWA Noise Abatement Criteria Level. Mr. Gordon Daley, SHA Chief Engineer, authorized a third analysis of the project area in June, 1985. That noise analysis indicated levels of 69-71 dBA, well in excess of the Federal Criteria Level for Noise Abatement. My understanding is that the Bureau of Landscape Architecture recommended noise abatement treatment to the SHA and 7-8 homes were identified as being in a noise sensitive area. However my request for a copy of the findings of this third analysis has not been responded to.

item 2: Why has the SHA failed to address our issue of noise pollution and concomitant health concerns, when their studies confirm that Federal Noise Abatement Criteria Levels for maximum acceptable noise levels for residential land use have been exceeded?

No one to date has addressed my issue of noise. Conversations with the Right of Way District *7 personnel invariably focus on their issues of either money or visual screening – neither of which have ever been raised by me. My concern is and has been noise pollution. I fail to understand why the SHA is knowingly introducing a documented noise pollutant into our community.

<u>Item 3:</u> Why does the SHA provide noise abatement measures in Baltimore County for 7-8 homes and not in Howard County for a like 7-8 homes?

A concrete noise barrier was completed during the Summer of 1985 on the Inner Loop of I-695, between Old Court Road and Milford Mill Road. This barrier is approximately 1600 feet long and provides noise abatement for 7-8 residents of the Scotts Hills development. This same number of homes has been identified as being in a noise sensitive area in the Columbia Hills/Meadowbrook Farm community along future Ramp D of Md. 108/U.S. 29. The estimated total cost is \$331,000 for a 1200 foot length. I fail to understand why the cost was justified in one instance and difficult to justify in our instance. I am not asking that fiscal concerns be ignored, but I have some concern that the bottom line negates consideration of the noise

LAUFER

750

pollution issue. I am not asking for a benefit - I am asking for the protection of the health of myself, my family and my neighbors. A total cost of \$331,000 to protect the health and quality of life of 234 familes does not appear exorbitant. It is not only an issue for just 7-8 families - enclosed are petitions signed by over 150 families who are supportive of a masonry noise barrier at this interchange.

<u>item 4:</u> What is the rationale for the SHA claim that provision of privacy screen fencing and landscaping will be a partial mitigating measure?

The SHA offer includes cost-to-cure items of 34 juniper shrubs on 5 foot centers that are 5 feet high, and 6 foot high chain link fencing. I fail to understand, and no one has explained, how 5 foot trees and 6 foot fencing will enhance the visual quality of the area when Ramp D will result in a new roadway that will be at a grade elevation of between 4 feet to 11 feet above the existing grades of our property.

Again i would like to reiterate that visual screening is not my issue acoustic screening is. A chain link fence will provide no acoustic barrier, nor will a single row of 5 foot trees. Vegetation must be 15 feet above the line of sight from noise receptor to noise source, with coniferous plantings at a minimum depth of 100 feet to obtain a noise reduction of 4dB. Given the current readings of 69-7i dBA (which will increase following construction of the interchange), a 4dB reduction would reduce current readings to 65-67dBA, which would be just below or equal to the maximum federal criteria.

<u>Item 5:</u> Why has the SHA failed to respond to inquiries regarding noise abatement measures for the Columbia Hills/Meadowbrook Farm community?

Mr. Richard Schindel, Acting Chief, Right of Way district *7 forwarded to the SHA copies of: the May 16, 1985 letter from David A. Carney, attorney representing us, outlining our noise issue; and the May 28, 1985 letter from Elizabeth Bobo, Vice Chairperson, County Council of Howard County. To date neither party has received a response.

I am in total support of the construction of the Md. 108/U.S. 29 Interchange and would find the SHA offer to purchase my property for a right of way acceptable – if noise abatement measures were included in the project. However, SHA projections of increased traffic volume at this interchange insure that resultant noise levels will pose a very real public health hazard.

Consequently, this circumstance has forced me to proceed with property review and condemnation proceedings in an attempt to have a public forum for this noise pollution issue.

Hopefully this letter has provided you with additional information to reconsider the SHA decision regarding construction of a masonry noise barrier along Ramp D of Md. 108/U.S. 29 Interchange. I would greatly appreciate any support you could provide our community and extend to you an invitation to visit the area in question. Thank you.

Sincerely,

Dr. M. Barbara Laufer

cc: File

Dr. M. Barbara Laufer 9241 Winding Way Ellicott City, Maryland 21043

8,0

We, the undersigned residents of Columbia Hills/Meadowbrook neighborhoods, support the construction of noise abatement measures along Ramp D of the Md. *108/U.S. *29 Interchange:

Name	<u>Address</u>	<u>Phone</u>
1 Backura Karl	1 934/llewling lilay	730.1368
2 British Charles	Mg 9237 Worder Walk	975-4N4R
3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	rolling 9237 Winding Way	995-4048
a granh. (en 4602UEThill	N. 730-0667
5 Min, & Ch	et 9234 Thinding I	1.0 730-695-9
6 Muy C x	hell 9233 Winden a	my 730-566/
7 A Whrist	923 1 Windery Way	730-6957
B Hison & Start	the 9741 Dhowe hay	730-0038
9 Hazil Cm	Hord 4626 Weitsle	130-6498
10 Yalar Nu	dolman 4622 WestMil	11ld 992-4931
11 Sonys Nu	delmen 4622 westle	1 Rd 992-4931
12 Stanley W.	Coxy 4610 West Hill A	PS 730-6337
13 John W. Rig	Lev 4606 Westfull Ro	730.5509
14 Norman D.	Canan Hor Westhell &	Ed 730-0667
15 Timothy a.	Bulley 9210 Spert Dr.	596-0033
16 Sandra M X	Berkeley 9210 Sylect De	596-0033
17 Mrs Louise	Laury 9250 Sprun Vall	up Rd. 730-6177
18 KiCHARDW. CA	abc 9242 SpeinGValley R	8 730-5479
19 Mm 1, My	My 92385 PAWGUAL	184 997-1706
20(18) Jancie	of 9229 Wanding Way	EV 130-6552
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22 The fly 10	Ely 0 9221 Winder V	4 F.C. 995-0292
23 Ambldffan	offer 9226 Windle gho	JEC. 995-1454
		<i>'</i>

We, the undersigned residents of Columbia Hills/Meadowbrook Ramp D of the Md. *108/U.S. *29 Interchange:

	Interchange: abatement measures
Name	Interchange: abatement measures along
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5 Kathap lutuider 460	DOWED 2 01100 CH M. 965-2305
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We, the undersigned residents of Columbia Hills/Meadowbrook neighborhoods, support the construction of noise abatement measures along Ramp D of the Md. #108/U.S. #29 Interchange:

Name Address	<u>Phone</u>
William Folant 4804 EDGAR Po.	730-8921
2 Sprie Holarek " "	'' ''
3 lineth D. Dallurg 4663 Pinte Ct.	461-4191
Alanne a. Valliving " "	11 11
5 Mary Jane Jedoup 9206 Weiding	Way
6 Alfred & Teresa Blumberg 4681 Clydesdale	C+ 461-4681
7 H Edward Mottingly 4673- Clydedale Ct.	992-8905
8 Loute Cormin 4666 Morgan Court 9 Robert Cormin 4666 Morgan Court	461-6616
9 Robert Cornier 4666 MARGAN CT	46-6616
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17 Edwin G. Tront 4665 Dasple CT.	992-8996
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20 Mary Jan Driver 9,29 Zylant Dr.	997-7564
21 Dougla T. (reswell 4705 Porkvale Rd	Unlisted
22 Shy Staganas 4666 STALLION CT.	465-8484
25 Duber Stute 4664 Haylock-	465-508b
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SUPPORT THE

We, the undersigned residents of Columbia Hills/Meadowbrook neighborhoods, support the construction of noise abatement measures along Ramp D of the Md. #108/U.S. #29 Interchange:

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1 Colita Number	9116 Flamero	of Co. md. 21045	992-34%
2 Dkynle Den	5553 Eagel	Leaplow Col 45	5960849
3 Par Kristese	5611 hightip	on Law Col 45	9970206
4 Jullie A. Sullipui	5457 Luckpen	my P1 45	730-9318
5 John E Buge	3975 Ducks For	TUT MO 21043	461-5717
6 KA Bull	5456 HOUNE	HILL 51045	9 97-3863
7 Rob Klein	6243 Para	11el Lane 21045	964-5751
8 DickLewis	6166 TOWERT	op 3/045	997-2952
9 CKBsile	StIF Stome	1 (21045 04 (COLUMBIA 414.9	997-1696
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11 PHIL RIEHL	9209 CREEKBED	CT. 2/045	596 6578
		E F.C MD 21043	
13 (P. VERWON)	RAY 5464	Tilted Stone	2/045-892-667
14315 M. LAMBRECHT	- SYZY STARM	SRIET 21045	997-0153
Spread John Tole	9222 Marsystox	X ROAD 21045	992-7550
16, Ly B.	Hound Con	the Coursely	992-2001
	House Co.	_/ 4	402-8573
18 Carl Range	- Harper's Cho	ie Velloge Boord	130-639K
19 RICHARD PARKAL	8796 CLOUDLAND	CT BO COLUMNA	00 992-5423
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We, the undersigned residents of Columbia Hills/Meadowbrook Ramp D of the Md. *108/U.S. *29 Interchange:

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We, the undersigned residents of Columbia Hills/Meadowbrook neighborhoods, support the construction of noise abatement measures along Ramp D of the Md. *108/U.S. *29 Interchange:

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3 Aral V	richael	9153 Win	1010 Plust	735448	00
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5 Parlian	Lone Aus	uki 4730 Pa	skvalo K	d. 730-366	D
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7 Shelen	Ultmar	1 4722 Ja	ekval R	1 730-869	6
8 Douglas H	! Rose 910	05 Windry W	Key 997	-1813	
9 Katheris	e Rose 9	105 Winding	Way 99	7-1813	•
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13				E P.J. 730 .	
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We, the undersigned residents of Columbia Hills/Meadowbrook neighborhoods, support the construction of noise abatement measures along Ramp D of the Md. *108/U.S. *29 Interchange:

Nome	<u>Address</u>	<u>Phone</u>
Layrence Les	ufer 9241 Windows Wa	7 730-1348
Thetton Jak	is Leany 9230 - Wiling Way	
Idan to Jem	7 92222 W. J. F	<i></i>
March Chan	1/2. 9213 Wind ag Way	992-9769
5 Paul SCharker	7) 9213 WINDING WAY	4 992-9769
6 Kattleen T. Ro	maine B214 WindingWa	y 730-9276
7 Virginia 2	Init 1210 3k	directory 995-1493
8 Frinds L.	Franz Ga49 Cypy	ine Kriling Fel. 997-4299
9/1/lunk	Huit 9249 Spr	A Valley Rel 947-4397
10 Martha W	Kenney Host West Hi	4 RD. 130-2878
1 Curene De	acland Down 4614	4 WEST HILL ROAC
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4.J		

We, the undersigned, support the construction of masonry noise abatement measures along future Ramp D of the Md *108/U.S. 29 Interchange. (If you have signed a previous petition on this issue please don't sign again, but thank you for your interest.)

Mome Address Phone

1 Marsa M. rovak 4606 S. Leisure Ct. 461-9318

2 Elizabeth Kananagh 4606 Spenire Ct. 461-9318

3 Chayl Silla 8579 Pine Run Ct. 465-674/

28 Shound D Hoy 9133 WINDING WAY E. C 21043 730 5386 29 a. Betum 3125 Paulahorl Dr. EC 21043 6521 Lawyers Hill Rd ETKridge 4D 2129 30 many Hickory 31 Pat Bowling 5130 Avoca Ave. E. C. M. 21043 32 Jo Patzer 5-109 9111 Wooded glen (t. E.C. 21043 5265 Five Fingers Way Columbia 21045 33 Pail Biba 3 4 Olver Aban 4026 High Point Rd Ellicott City 21043 35 ME Whittempe 4033 High Point Med Solitet city 21043 36. Fregul De Suits 37 Gellen T. DeSantes 40 37 High Point Rd Illecott City 2 1043 38 James Sarnecki 4730 Parkvale Pl Ellewel City 2.043 39. FREDERIC SMALL BOOTSPANIC AND ET, ELLIVOITE A MA 21043 40, Jackie Amato 8525 PINE Ron Ct Ellicotlety 21043

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We, the undersigned, support the construction of masonry noise abatement measures along future Ramp D of the Md *108/U.S. 29 interchange. (If you have signed a previous petition on this issue please don't sign again, but thank you for your interest.)

<u>Name</u>	Address	Phone	
1 Chan a John	Sill Mit Gold	Calmita Call de 45	
2 Line Levis	8426 Mily Len	. EC 2/043 461-1679	
3 Ilda Hamm	and 53/1 water	GoRd. E.C. MD 21045-46:	5}
/ // // // // //	' 11	1. Rd. EC. Mci. 461-4733	
5 m Beller	5367 160T3 160	Ed EC 1d, 401-4733	
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		Pu E.C. 461-6782	
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IR Leo G. Dod	Je 4724 Vorketise	Dine, EC. 465-8906	
10 Dennie R. Galle	wsh, 4725 grahehen	42 Jun E.C. 465-0626	•
	er 4721 Knapp Ct.		
	9117 Sylent DN		
		•	
22 Chilia Caryan			
23 Julius Casgar	9140 Sybert		
24/ Laurence Waller	6010 OLD Wishington Rd. 5 748 Montyonery Ed.	4 21227 746.8651	
25 Ray Mill	4638 S. Lusine Cr.		S
26 Janice Mille		· —	
27 Joe Neubouer	3079 Landing Ed	21327 744-4158	

Suptember 25, 1985

Hr. William C. Franz 9249 Spring Valley Road Ellicott City, Haryland 21043

Dear Mr. Franzi

Thank you for your letter of August 29, 1985 requesting a reconsideration of the decision of the State Highway Administration not to construct a concrete noise barrier along Ramp D at the Maryland Route 103/U.S. Route 29 Interchange.

I am sympathetic to your concerns and those of the community of Columbia Bills/Neudovbrook Farms. However, I am advised it is difficult to justify the anticipated expenditures for this noise barrier. Concrete noise barriers are expensive and should be utilized where they will provide maximum banafit to the most number of residents. According to information provided me the actual benefit in this situation would be a relatively small number of citizens.

As an alternative the State is prepared to provide privacy screen fencing and landscaping along Ramp D as a partial mitigation measure. This solution is aconomically feasible and will enhance the visual quality of the area. I hope this solution will be satisfactory to you and the community.

Sincerely,

Governor

HI!/WKH/bsm

bcc: Secretary William Hellmann
Hal Kassoff
Cordon Dailey
Edward Loskot
Charles Anderson

February 11, 1985

NOISE IMPACT STUDY

Proposed Lanham Maintenance Shop Md. 450 and Md. 704 Prince Georges County

Field Data

Field noise measurements were conducted on February 7, 1985, at the residential areas adjacent to the proposed shop facility. Two areas were studied; one along Lottsford Vista Road between Md. Rtes. 704 and 450 (NSA1) and the other along Md. Rte. 450 north of Lottsford Vista Road (NSA2). The results are shown below:

NSA	Description	<u>Leg</u> l	LMax. ²
1	Lottsford Vista Road	51-52 dBA	59-65 dBA
2	Md. Route 450	64 dBA	67-77 dBA

¹⁻ equivalent sound level (average of the total acoustic energy during measurement period).

The ambient noise levels along Lottsford Vista Road are not generally dominated by traffic noise. Traffic is extremely light (6 autos in 10 minutes) and contributes about 1 dBA to the overall noise level. Traffic on Md. 450 is the dominant source of noise for residences along Md. 450.

Expected Impacts

A worst-case scenaros was studied for potential impacts from the noisiest probable operations at the maintenance shop. The scenaros is centered on loader operations during road salting and snow removal operations. Estimates of <u>peak</u> noise levels at adjacent residents due to the probably noisiest operations are as follows:

Estimated Peak Noise Level

From Noisiest Shop Operation (@ NSA)

60 dBA	@	NSAl
59 dBA	@	NSA2

²⁻ peak sound level (due to vehicle pass-bys).

These estimated <u>peak</u> noise levels are made with the assumption of no excess attenuation due to ground effects, or intervening natural or man-made barriers (vegetation, buildings, earth mounds, etc.).

Analysis of Results

At NSA l along Lottsford Vista Road, even though the estimated peak noise levels are 8-9 dBA above the existing Leq, the estimated peak from shop operations is comparable to the peaks (Lmax) measured from individual vehicle pass-bys on Lottsford Vista Road. Thus noise impacts from shop operations at residents along Lottsford Vista Road should be no greater than the noise impact generated by occasional vehicle pass-bys.

At NSA 2 along Md. 450, the estimated peak noise level from shop operations is about 5 dBA below the existing Leq. noise level. The additional noise from shop operations will be imperceptible above the existing traffic noise along Md. 450. A maximum increase of 1 dBA may occur.

Field reconnaissance has showed that the proposed site is partially wooded, and the existing woods particularly along Lottsford Vista Road and Md. 450 can be utilized as a visual buffer for adjacent residents. Conceptual plans developed by the Bureau of Landscape Architecture have considered the potential for noise impact and incorporated several features to minimize any possible noise impact on adjacent residences. Specifically, salt domes and other facilities that utilize heavy equipment will be located on the site as far as possible from exising residential areas. Also, the buildings will be oriented so as to serve as barriers to only noise emanating from outdoor operations and earth berms will be placed to supplement the barrier effect of the buildings. The above design features should insure that minimal noise impacts will result from the introduction of this shop facility into the subject area.

MARYLAND STATE HIGHWAY ADMINISTRATION

BUREAU OF LANDSCAPE ARCHITECTURE

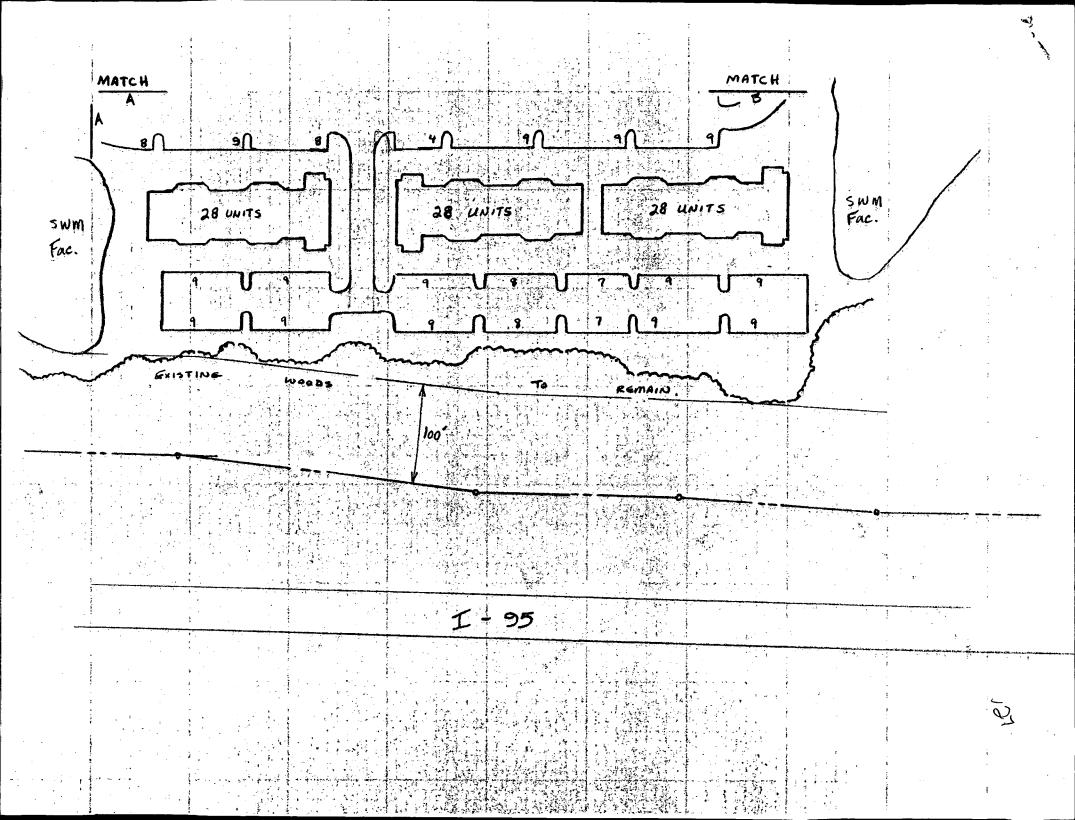
SUBDIVISION NOISE CONTOUR ANALYSIS HOWARD COUNTY, MARYLAND

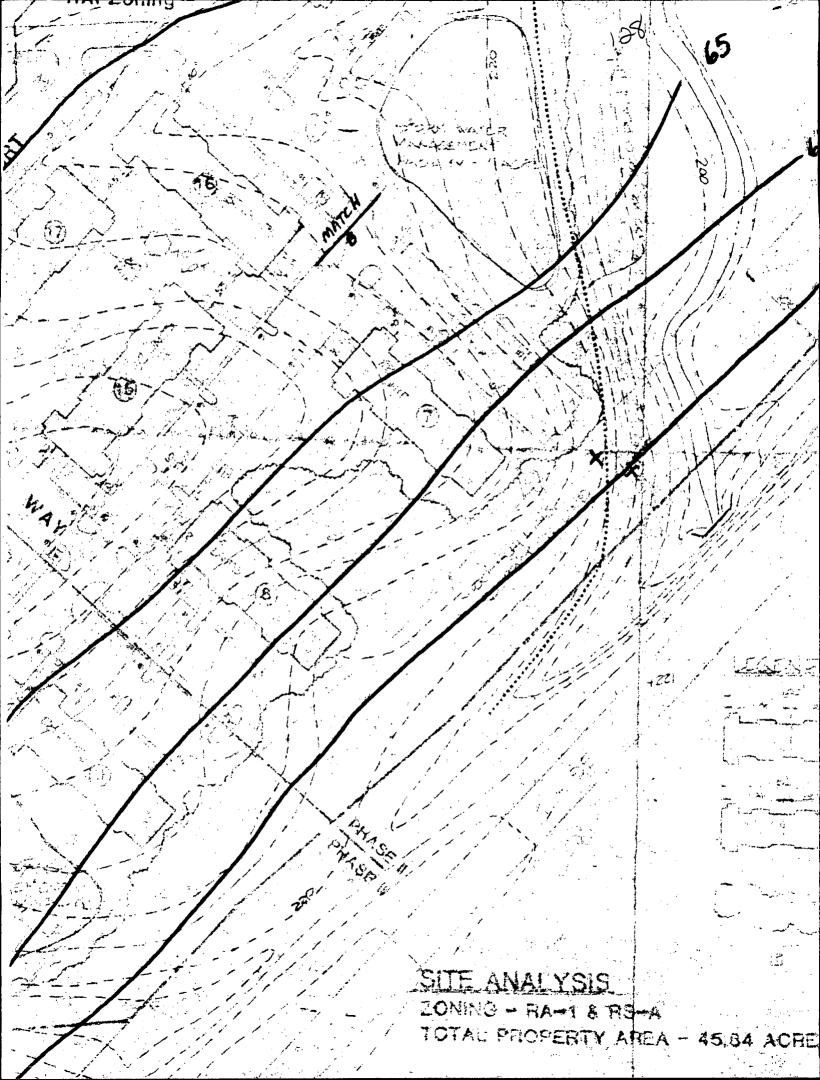
SUBDIVISI	ON NAME: Sh	erwood Crossing		and the second s
LOCATION:	Along SB I-95	north of Md. 175 Int	terchange.	
DO 3 D. 3	/ -11			t t
ROADWAYS:	(cneck appro	opriate box(es))	,	
	I-95	□ U.S. 29	9	☐ Md. 216
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TRAFFIC I	NFORMATION:			
Rte.	ADT	DHV	<u>emt</u>	*HT
I - 95	81650	8% of ADT	4% of DHV	9% of DHV
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	ise abatement	not feasible		•

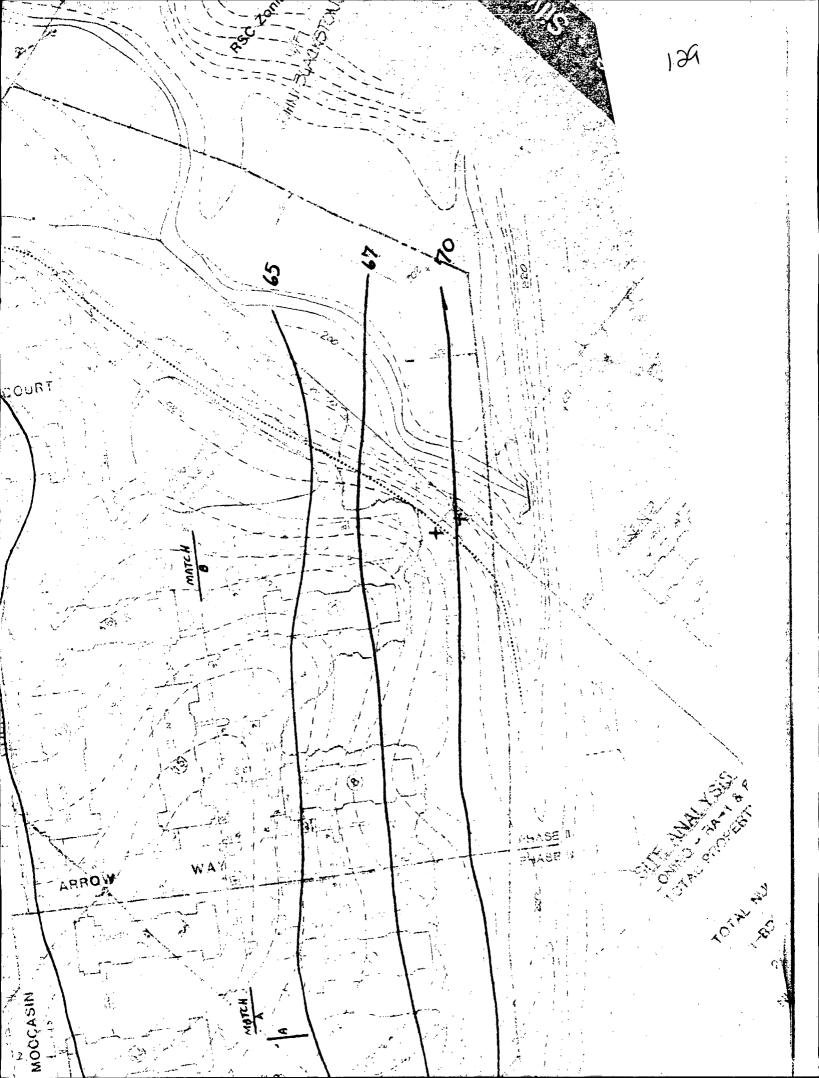
COMMENTS:

Noise abatement such as berming would not be practical as significant loss of existing trees would result. However, we recommend that consideration be given to re-orientation of the 3 28-unit buildings closest to I-95 (bldgs. 7, 8, and 9). Re-orientation should be considered only if (1) the buildings do not have balconies, or (2) if balconies are provided on only one side of the structure. Given either condition, the buildings should be aligned parallel to I-95 (with balconies, if provided, on the opposite side of the building from I-95), with parking lots located between the buildings and I-95. This will increase the set-back of the structures without loss of units (see attached layout), and

place all structures outside the 67 dBA contour line.







MARYLAND STATE HIGHWAY ADMINISTRATION BUREAU OF LANDSCAPE ARCHITECTURE

SUBDIVISION NOISE CONTOUR ANALYSIS HOWARD COUNTY, MARYLAND

SUBDIVISION NAME: _	Heritage Woods,	Section 2		
	I-95 and Mission ersection	Road, north of Md.	32/	
ROADWAYS: (check app	ropriate box(es))			
⊠ I-95	□ U.S.	29	□ Md. 216	
□ I-70	□ U.S.	40	□ Md. 32	
•	•		□ Md. 175	
TRAFFIC INFORMATION:				
Rte. ADT	DHV	%MT	<u>%HT</u>	
I-95 90,000	7% of ADT	4.2% of DHV	12.1% of	DH
BARRIER DATA: (checomological contents) In natural barrier no natural barrier noise abateme noise abateme see comments	ers in effect rriers nt feasible nt not feasible	(es))		
COMMENTS:				
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MARYLAND STATE HIGHWAY ADMINISTRATION BUREAU OF LANDSCAPE ARCHITECTURE

SUBDIVISION NOISE CONTOUR ANALYSIS HOWARD COUNTY, MARYLAND

SUBDIVISIO	ON NAME: Vi	llage of Dor	seys Sea	rch	•		
LOCATION:	Along SB U		· · · · · · · · · · · · · · · · · · ·		75		
ROADWAYS:	(check appro	priate box(es))				
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O I	-70		.S. 40		_	Md.	
		3 0	.5. 40			Md.	32
					Ä	Md.	175
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MARYLAND STATE HIGHWAY ADMINISTRATION BUREAU OF LANDSCAPE ARCHITECTURE

SUBDIVISION NOISE CONTOUR ANALYSIS HOWARD COUNTY, MARYLAND

SUBI	DIVISION NAME:	St. 3	Johns Woods				
LOCA	ATION: Along	I-70 East	and MD 29 S	outh on-ramp			
	-	····					•
ROAL	DWAYS: (check a	ppropriate	box(es))				
	☐ I-95		□ U.S. 29			Md.	216
	⊠ I-70		□ U.S. 40			Md.	32
	,					Md.	175
TRAF	FIC INFORMATIO	N: Based on	limited fie	ld classificat	ion c	counts	
Rte.	-	conducted	Vehicles/H	M) and 3/18/85 r. <u>%MT</u>	(PM)	%HT	
I-70	East before ra	mp	762	5		24	
	; I-70 East to		167	7		35	
<u>1-70</u>	East after ram	g	595	4.5		21	
I - 70	West		767	7	,	25	•
BARR	RIER DATA: (che no natural no natural noise abate noise abate see comment	riers in ef barriers ment feasib ment not fe	fect le))			
COMM	MENTS:		•	•			
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	as far as poss existing veget	ible from t	he intersta	te, and to the			
(3)	The cut sectio				ound	U.S.	29

space are sufficient.

(4) Existing low traffic volumes on U.S. 29 and the loop ramp had a negligible effect on noise levels within the subdivision.

provide some attenuation.

Here, the 100' setback and dedicated open

July 18, 1985 MEMORANDUM Mr. Michael Snyder Charles R. Anderson, Chief
Bureau of Landscape Architecture
Rittenhouse Road/Md 410
Riverdale Metropolitan District Engineer - Charles R. Anderson, Chief

SUBJECT:

Reference is made to your memorandum of February 215, 1985, regarding the noise problem of Mr. Jack Jones. Enclosed you will find two (2) copies of the Acoustic Analysis Report developed from cur studies in the subject area. We have also furnished copies of this same report to Mr. Jones, at his request.

As noted in the report, the reversal of the traffic flow on Rittenhouse Road as Mr. Jones suggests would reduce present noise levels; however, the City of Riverdale is responsible for this street and would have to make that decision. Since this change would impact Md. Rte. 410, you might want to explore the effects that such a decision might have.

If you have any questions or comments, please contact Mr. Ken Polcak (321-3484), of my staff.

KDP: jmb

Enclosures

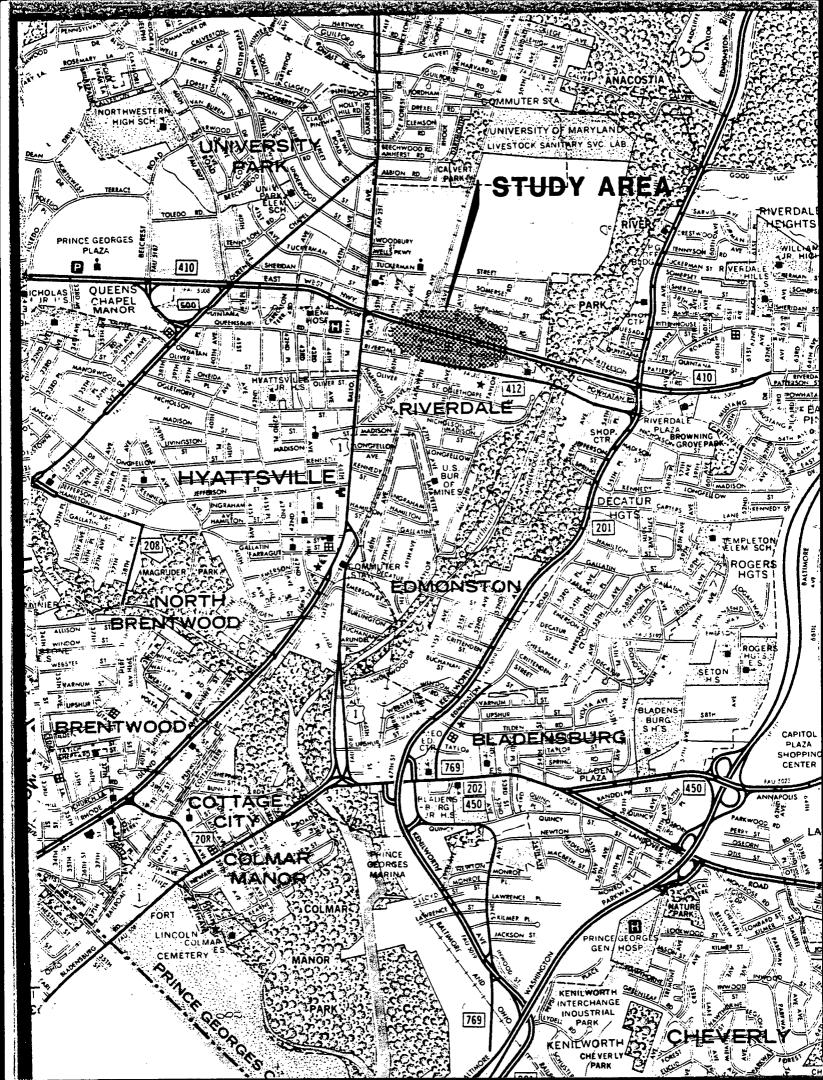
cc: Gordon Dailey Edward Loskot

ACOUSTIC IMPACT ANALYSIS

Rittenhouse Road and Maryland Route 410 (East-West Highway) Riverdale, Md.

Prepared by:

Maryland State Highway Administration Bureau of Landscape Architecture Acoustic Analysis Unit



ACOUSTIC IMPACT ANALYSIS

Vicinity of Rittenhouse Road and East-West Highway (Md. Rte. 410), Riverdale, Md.

INTRODUCTION

This analysis was performed at the request of Mr. Jack Jones, 4715 Rittenhouse Road, Riverdale, MD, 20737, through Metropolitan District Engineer, Michael Snyder, District 3. (See attached correspondence.)

The concerns expressed by Mr. Jones centered on traffic noise generated by vehicles using Rittenhouse Road as a one-way eastbound access road to eastbound Md. 410 and in particular noise that is reflected off a retaining wall located along the north side of Rittenhouse Road. The retaining wall ranges in height from approximately 3-12 feet and extends for a distance of approximately 450 feet along Rittenhouse Road.

The current posted speed limit for Rittenhouse Road is 15 mph.

NOISE LEVEL MEASUREMENTS

A field noise level measurement study was conducted on April 18, 1985, between the hours of ll:00 a.m. and l:00 p.m. Leq noise levels and individual vehicle passbys were measured at locations along Rittenhouse Road, Md. 410, and Queensbury Road, as described below:

- Location 1 on sidewalk in front of 4709 Rittenhouse Road adjacent to the tallest section of the retaining wall, approximately 15 feet from vehicular travel path on Rittenhouse Road. At this location, the top of the fill slope for Md. 410 acts as a barrier to noise emanating from all traffic on Md. 410 except truck exhaust stack noise in the curb lane of eastbound Md. 410.
- Location 2 grassy area in front of 4805 Rittenhouse Road.

 This area is past the retaining wall section,
 where Md. 410 and adjacent residences are at-grade.
 No barrier effects are evident to traffic noise
 emanating from Md. 410. Distance from the near
 lane of Md. 410 is approximately 35 feet.
- Location A Same as Location 1 above.
- Location B in front of 4711 Rittenhouse Road; retaining wall in this vicinity, approximately 5' in height.
- Location C in front of 4719 Rittenhouse Road; retaining wall 2'-3' in height.
- Location D along north side, middle of 4700 block of Queensbury Road.

Resultant Leq noise levels are given in Table I. These tests were conducted to give a generalized view of the overall acoustic environment.

Table II shows peak noise levels measured from individual vehicle passbys at Location 1. The vehicles were bound for east-bound Md. 410. These measurements were conducted to determine the maximum noise levels generated along Rittenhouse Road and to determine the annoyance potential of the situation.

Table III shows the results of a study of peak noise levels generated by the <u>same</u> vehicle passing various locations along Rittenhouse Road and Queensbury Road at different speeds. This study was conducted to attempt to quantify the effect of reflections off the retaining wall compared with conditions on an adjacent street (Queensbury Road) where no reflections would be present. This study utilized a sub-compact foreign auto owned by Mr. Jones of 4715 Rittenhouse Road, who also served as driver of the vehicle.

ANALYSIS OF RESULTS

Data in Table I shows that the retaining wall and fill section of Md. 410 along the 4700 block of Rittenhouse Road act as an effective barrier to traffic noise emanating from Md. 410. The noise levels measured excluded the influence of occasional vehicles on Rittenhouse Road.

Table II shows peak noise levels measured from individual vehicles on Rittenhouse Road at location 1. Corresponding individual vehicle speeds were not obtained, however, the majority of vehicles were estimated to be exceeding the posted 15 mph speed limit. Comparison with the Leq noise level at location 1 without traffic (Table I) indicates that the peaks represent significant noise events, that are quite discernable over the normal background noise level. background noise level (L_{90}) , which is the noise level exceeded for 90% of the méasurement period, is 49 dBA at Location 1. The peaks represent as much as a four-fold increase in loudness over the background noise level. vehicles on Rittenhouse Road pass within 30' - of adjacent residences, and the resulting noise level change is rapid during pass-by. These two factors contribute significantly to the annoyance potential of the traffic on Rittenhouse Road.

Data in Table III compares noise emissions from the same vehicle at different locations relative to the retaining wall along Rittenhouse Road, and at different vehicle speeds. The vehicle was driven by Mr. Jack Jones, resident of 4715 Rittenhouse Road, at whose request this analysis was performed.

At location A, the retaining wall is at its maximum height where it is alleged that reflected noise from vehicles on Rittenhouse Road is most severe. The wall decreases in height at location B and is at minimum height at location C. The distance between the retaining wall and houses on Rittenhouse Road is approximately 40'±. This short distance between the retaining wall and the houses represents a situation conducive to the buildup of multiple reflections.

Location D was chosen as a comparison point on an adjacent street, Queensbury Road, where the distance between the houses on opposite sides of the street was approximately 90'±. Multiple reflections under this condition would not be significant.

Comparing the peak pass-by noise levels at the Rittenhouse Road measurement locations (A,B, & C) with location D on Queensbury Road, it is evident that, at the same vehicle-to-receiver distance, noise levels along Rittenhouse Road were 4-8 dBA higher than levels on Queensbury Road. Peak noise levels were greatest in the vicinity of the tallest section of retaining wall and decreased as the height decreased and decreased further yet at measurement location D on Queensbury Road. It does appear, therefore, that multiple reflections are present along Rittenhouse Road.

MITIGATION ALTERNATIVES

In a proposal put forth by Jack Jones, resident of 4715 Rittenhouse Road, an alteration of present traffic patterns was proposed. Currently, the 4700 block of Rittenhouse Road is one-way eastbound and is used as an access road to East-West Highway (Md. 410) traveling eastbound. The proposal, as shown as Figure II, shows a reversal of the one-way direction on Rittenhouse Road from eastbound to west-bound westward from 48th Avenue.

From an acoustical standpoint, this solution does appear feasible without undue adverse impacts to residents on adjacent streets. Traffic presently using Rittenhouse Road to gain access to East-West Highway is light and very intermittent. The shifting of these vehicles to the currently more heavily traveled Queensbury route will result in an imperceptable increase in noise levels along Queensbury Road (less than 2-3 dBA). Shifting the one-way direction on Rittenhouse to westbound would also reduce the traffic to mainly local vehicles, i.e. vehicles used by Rittenhouse Road residents.

Implementation of this plan would result in the following positive impacts:

- (1) Reduced overall vehicle speeds on Rittenhouse Road will result in lower noise levels, both Leq and peaks (Lmax).
- (2) With Rittenhouse Road one-way westbound, vehicles would no longer need to accelerate to enter

East-West Highway, thus reducing further the potential noise impacts (see Table III, note 3).

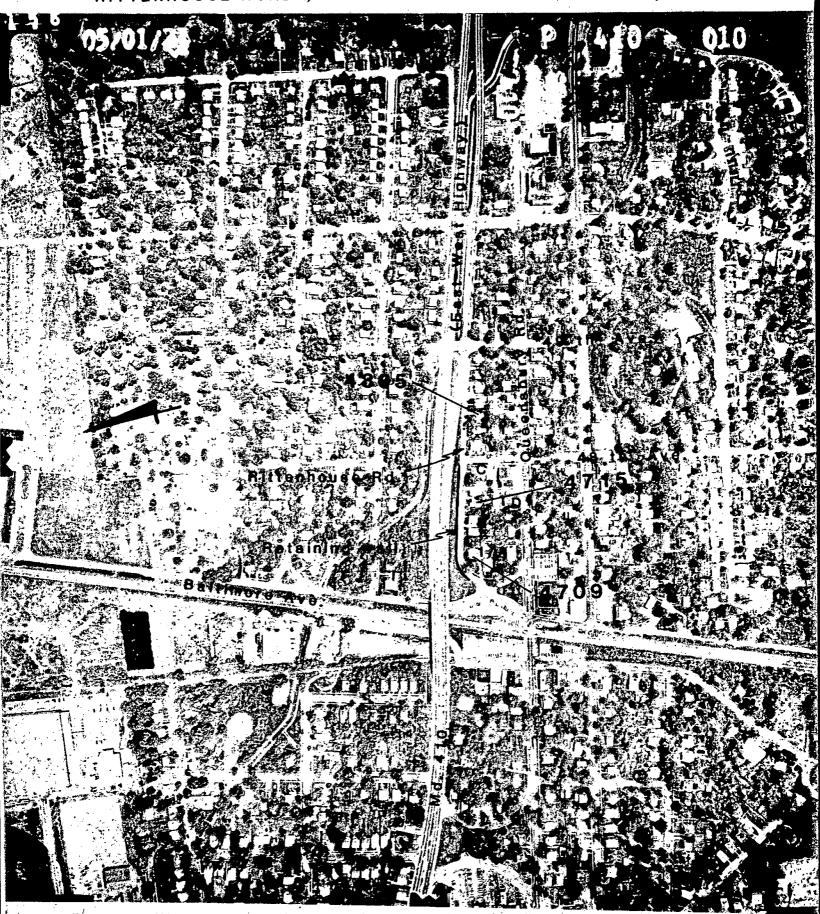
(3) Given the reduction in noise impact, expensive absorptive treatment of the retaining wall to reduce the reflection problem along Rittenhouse Road would not be necessary.

The evaluation of impacts on traffic patterns is beyond the scope of this report. The ultimate determination of the feasibility and practicality of the proposed mitigation solution must come from the City of Riverdale.

APPENDIX

ACOUSTIC IMPACT ANALYSIS

RITTENHOUSE ROAD / MARYLAND 410 RIVERDALE , MD.



APPROX. SCALE : 1" = 400"

FIGURE 1

Acoustic Data - Rittenhouse Road and East-West Highway (Md. 410)

TABLE I LEVELS

Location	Leq	<u>Time</u>
1	53 dBA	11:25 - 11:46 a.m.
2	66 dBA	12:30 - 12:40 p.m.

TABLE II PEAK NOISE LEVELS (L_{max}) OF INDIVIDUAL VEHICLE PASSBYS AT LOCATION 1

Vehicle Description	L max	Source Roadway
Med. truck	69 dBA	Md. 410
Pickup	72 dba	Rittenhouse Road
Car	69 dBA -	Rittenhouse Road
Med. truck (trash truck)	85 dBA	Rittenhouse Road
Car	70 dba	Rittenhouse Road
Car	65 dBA	Rittenhouse Road
Pickup	69 dBA	Rittenhouse Road
Car	72 dBA	Rittenhouse Road
Car	69 dBA	Rittenhouse Road
Pickup	70 dBA	Rittenhouse Road
Car	71 dBA	Rittenhouse Road
Car	71 dBA	Rittenhouse Road
Car	7 4 dBA	Rittenhouse Road

NOTE: Distance from vehicle path to sound level meter, 15 feet.

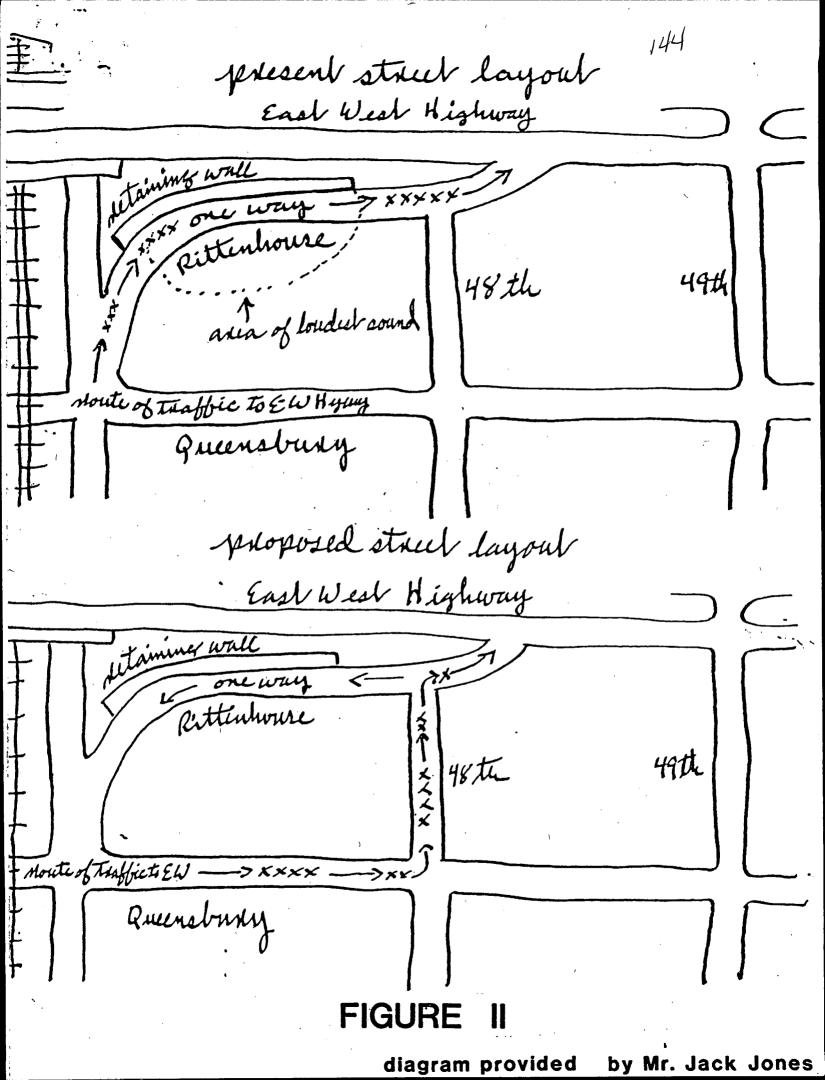
TABLE III PEAK NOISE LEVELS (L) FROM SAME VEHICLE PASSBY AT DIFFERENT SPEEDS

Peak noise level (L_{max}) @speed

Location	<u>15 mph</u>	25 mph
A	65 dBA	73 dba
В	64 dBA	71 dBA
С	65 dBA	69 dBA
D	60 dba	65 dBA

NOTES:

- (1) Distance from vehicle path, 15 feet at all four locations.
- (2) Vehicle used in test was 1974 Honda Civic 1200 Sedan driven by owner.
- (3) Under acceleration, peak noise levels were 8-10 dBA higher than L levels under 25 mph constant speed.



CORRESPONDENCE



Maryland Department of Transportation

State Highway Administration

William K: Hellmann Secretary Hal Kassoff Administrator

Office of District Engineer State Highway Administration 9300 Kenilworth Avenue P.O. Box 327 Greenbelt; Maryland 20770

September 24, 1984

Mr. Jack R. Jones 4715 Rittenhouse Street Riverdale, Maryland 20737

> Re: Rittenhouse Street, Prince George's County

Dear Mr. Jones:

As we discussed by phone recently, the referenced street is not owned nor maintained by the State Highway Administration and thus I cannot assist you in your noise problem.

However, as I indicated to you, I shall forward your August 16, 1984 letter to the Bureau of Landscape so that they may be able to provide you with information concerning what measures could be undertaken by others to alleviate your problem.

Very truly yours,

Nichael Enyder District Engineer

MS: bw

cc: Mr. Charles Anderson w/attachment

345-7100



Maryland Department of Transportation

State Highway Administration

17

William K. Hellmann Secretary

Hal Kassoff Administrator

Office of District Engineer State Highwey Administration 9300 Kenliworth Avenue P.O. Box 327 Greenbett, Meryland 20770

August 29, 1984

Mr. Jack R. Jones 4715 Rittenhouse Street Riverdale, Maryland 20737

Re: Rittenhouse Street
Prince George's County

Dear Mr. Jones:

This is in response to your letter of August 16, 1984 regarding traffic operations at the referenced highway in Prince George's County.

We would like to inform you that Rittenhouse Street is maintained by the City of Riverdale. Therefore, all inquiries regarding traffic operations along this highway should be forwarded to them.

If further discussion is required, please advise.

Very truly yours,

Mickael Shyder District Engineer

AI:co

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august 16, 1984 4715 Rittinhouse St. Riverdale, M.L. 20737

Wear Mr. Michael Snydex,

Law writing to you to see if you can make a suggestion as to how the sesidente of the 4700 block of littlembouse study can nesolve a noise and speeding phoblem we have.

We are located along the south undeast detaining wall of the East-West Highway Railroad Overgense.

Because of the setaining wall and an inchease in that fix the past four years we suffer an excess of noise from every relicle that passes and, the noise is exerciating when the relicle is without a proper muffler.

although the street is a residential street it is used as an acess ramps and a menge lane for East-West Highway

We have tried to get the Riverdale Police to set up radar and ticket loud mufflers — their nesponse is that they have too much area to cover to concentrate on our problem.

We have petitioned the town council to change the clinection of the street in the 4700 block of Rittenhouse (it is one way east bound at the present), to limit ite attractiveness as a sounding board for loud mufflers and as a speeding hamp for medging onto Eest-West Highway.

The councils susponse was to put a cunfew from 11PM to TAM on motorcycles.

This of course does nothing about speeding and/or noisy cars and trucks from 1/199 to TAM and it does nothing about speeding and/or noisy cars, trucks, and motorcycles from TAM to 1/19M. Also the motorcycles curfew is not enforced— so in effect the council bas done nothing

Kenneth Brown, Prusiolent of the motorcycle education group, ABATE of Manyland light to invite the Riverdale Police to give him a ticket so ABATE could get a test case to challege the discrimanatory nature of the cultipew.

With this court case before them, the council has become even more entitueled in not taking action

My housemate and I interviewed people in the 4700 and 4800 block of Queensbury and came up with this proposal as a solution to our problem (this is the petition we made to the council to change the direction of littenhouse in the 4700 block).

The change involves making littenhouse one way west from 48 th street to New York Place instead of one way east as it now is.

Islaffic that is presently passing by the setaining wall on littenhouse could instead proceed down Queensbury turn left on 48th and night on to littenhouse and then to East-West Highway. The vehicles are moved to the selative openess of Queensbury, which reduces the noise level, and the foo turns slow them down to a safe speed.

We feel the solution is elegantly simple, inexpensive, fair, and convient for all concerned.

We would appreciate your evaluation and suggestion as to how we might get our plan accomplished — and if not our plan could you suggest an alternative

Sincestely,

Jack R Jones for

the sesiclents of

4700's Rittenhouse

4700's Rittenhouse

4700's Queensbury

.. 1513, 75-5

September 18, 1985

Mr. Adam G. Karalius Site Manager Hampton National Historic Site 535 Hampton Lane Towson, Maryland 21204

RE: Correspondence A 3823

Dear Mr. Karalius:

Please refer to your letter dated July 22, 1985, regarding traffic noise emanating from the Baltmore Beltway (1-695) and possible impacts to the Hampton Historic site. I extend my sincere apologies for the delay in responding.

In March, 1982, personnel from this office visited the Hampton Mansion to conduct field tests of traffic noise from I-695. In addition, a study of the potential benefits from a noise barrier was performed using the FHWA noise prediction program (STAMINA 1.0). A copy of the study is enclosed.

The ambient predictions from both your study, and ours are quite consistant although our measured ambient for the same location was considerably lower (57 dBA measured, vs. 64-65 dBA predicted). I think the key point to consider; however, is the limited potential benefit that could be realized from a noise barrier given the topography of the site. Our study showed negligible benefits (less than a 5 dBA reduction) could be derived in the vicinity of the mansion patio area or the first terrace, even with a 25' barrier located near the highway right-of-way line. A noise barrier of this dimension would be too costly to consider and would have high potential for adverse visual impacts.

To obtain any significant reduction in noise levels in the area of the mansion, major regrading of the southern portion of the site would be required for creation of an earth berm well in excess of 25' in height. This may not be feasible for you to do if structures or other features are located in this area.

Adam G. Karalius September 18, 1985 Page 2

We will be contacting you within the next several weeks to arrange for obtaining new field measurements or, if you wish you may contact me in the interim.

Sincerely,

Kenneth D. Polcak Environmental Specialist Acoustic Analysis Unit

KDP: jmb

Enclosures

cc: Mr. Charles Anderson Mr. Eugene Miller



Maryland Department of Transportation

State Highway Administration

153

Lowell K. Bridwell Secretary

M. S. Callridge
Administrator

PLEASE REPLY TO: BUREAU OF LANDSCAPE ARCHITECTURE 2323 WEST JOPPA ROAD BROOFLANDVILLE, MARYLAND 21022

April 12, 1982

Ms. June A. Crosse
Superintendent
Fort McHenry National
Monument & Historic Site
Baltimore, Maryland 21230

Dear Ms. Crosse:

Please refer to our November 20, 1981 meeting at the Hampton National Historic Site concerning traffic noise generated by I-695, the Baltimore Beltway. You requested us to monitor the noise in the area. You also requested some general information on heights of barriers to abate noise if the National Park Service desired to erect a barrier on their property.

On March 23, 1982, our Acoustic Analysis Unit visited the Hampton Mansion and measured the noise generated by the Baltimore Beltway, at five different locations on your property. Subsequent to these measurements, a computer analysis of potential noise barriers was performed using the Federal Highway Administration Level 2 Highway Traffic Noise Prediction Model (STAMINA 1.0). These locations and potential noise reductions related to barrier heights can be found on the accompaying map and chart. In addition to these materials, I have also enclosed a copy of the Federal Highway Administration's "Design Noise Level/Activity Relationship" criteria. When analyzing noise, the Maryland State Highway Administration uses the L10 noise descriptor, which is the sound level that is exceeded 10 percent of the time (90th percentile) for the period under consideration. This value is an indicator of both the magnitude and frequency of occurrence of the loudest noise events.

In order for a noise barrier to be efficient in abating noise, two things must occur: 1) it must be located relatively near the source or near the receiver, and 2) the direct line of sight between receiver and source must be broken. In the case of the Hampton Mansion, the most logical

Ms. June A. Crosse April 12, 1982 Page 2

location is near the Baltimore Beltway. Unfortunately, a barrier at this location, regardless of height, will not yeild a substantial reduction in noise at location number 1 (the patio/outdoor cafe area). Since the mansion is approximately 50' higher than the source, an exceptionally high barrier would be required to substantially break the line of sight. As each succeeding terrace or garden gets closer to the elevation of the roadway, all barriers become more efficient and more substantial noise reduction can be achieved. A minimum reduction of 5-7 dBA would have to be possible to warrant consideration of the expense of a barrier.

I hope this information is sufficient to meet your needs.

Sincerely,

Charles R. Anderson, Chief Bureau of Landscape Architecture

CRA:CDL:c

Enclosure

cc:

Mr. Ted Bechtol

Mr. Charles D. Lippy

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HAMPTON HOUSE NOISE EVALUATION



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Maryland Department of Transportation

State Highway Administration

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Lowell K. Bridwell
Secretary

B. S. Dolleider

M. S. Callrider Administrator

PLEASE REPLY TO: BUREAU OF LANDSCAPE ARCHITECTURE 2323 WEST JOPPA ROAD BROOKLANDVILLE, MARYLAND 21022

April 12, 1982

Ms. June A. Crosse Superintendent Fort McHenry National Monument & Historic Site Baltimore, Maryland 21230

Dear Ms. Crosse:

Please refer to our November 20, 1981 meeting at the Hampton National Historic Site concerning traffic noise generated by I-695, the Baltimore Beltway. You requested us to monitor the noise in the area. You also requested some general information on heights of barriers to abate noise if the National Park Service desired to erect a barrier on their property.

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Ms. June A. Crosse April 12, 1982 Page 2

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I hope this information is sufficient to meet your needs.

Sincerely,

Charles R. Anderson Chief

Bureau of Landscape Architecture

CRA:CDL:c

Enclosure

cc:

Mr. Ted Bechtol

Mr. Charles D. Lippy

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HAMPTON HOUSE NOISE EVALUATION



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COMMUNITY NOISE IMPACT STUDY

Community of Brooklyn, Anne Arundel County.

Purpose of Study

To determine the character and levels of noise at residences in the vicinity of Old Riverside Road due to traffic on the Harbor Tunnel Thruway. The study was requested by area resident, Ms. Wanda Clubb. The study included both short term measurements of 10 minute to 1 hour duration at 6 sites in the community and an additional 24-hour measurement at one of the 6 sites.

General Information

Equipment: Digital Acoustics Community Noise Analyzer

Model DA 607P V.2

Bruel & Kjaer, Impulse Precision Sound Level

Meter, Type 2209

Monitoring Sites: Various locations throughout the

community. Measurements were conducted for intervals of 10 minutes, 1 hour and 24 hours. See attachments A and B for

specific site descriptions.

Area Topography:

From the playground located at the north end of Old Riverside Drive to the 200/300 block of Old Riverside Drive, the outer travel lane of the northbound Tunnel Thruway is approximately 60-80 feet from the rear of residences and basically atgrade with adjacent backyards. The unit block and 100 block of Old Riverside Drive have been purchased by the State and are abandoned as residences.

The Thruway at the 300 to 600 blocks diverges slightly and residences are 100' to 140' from the near traffic lane. The second row is elevated on a hill approximately 5-10 feet above road level. Beyond the Grove Park intersection, Old Riverside Road rises sharply and the highway goes into a 15-30 foot cut which partially or wholly blocks the view of the road from the yards and first floors of houses in that area and from the Belle Grove Elementary School.

Weather: Partly cloudy with light to moderate winds 6-12 mph

from the north, shifting to the northeast during

the afternoon and night.

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Parameters measured: Leq, LDN

Noise sources of interest: Auto, and truck traffic on Harbor

Tunnel Thruway. Other noise sources present are infrequent vehicle passbys in alley between Old Riverside Drive and Tunnel Thruway, and on

various side streets.

Dates of Measurements: See attachments B and C.

Data

Attachment A: Location map, showing general locations of

measurement sites.

Attachment B: Site descriptions and short-term measurement

data.

Attachment C: Chart showing results of 24-hour measurement.

Analysis

This part of the Brooklyn Community adjacent to the Harbor Tunnel Thruway consists of brick row homes 10-13 to a block which are as close as 80-120' to the roadway. Little visual screening exists consisting of vines climbing the right of way fence and an occasional large deciduous tree in the right of way.

Extensive sewer construction work has been going on since midsummer. This delayed measurements by several months due to construction noise.

In general, the 24 hour levels stayed at 62-63 decibels (dBA) Leq from 8 p.m. to 2 a.m. and rose to 65-66 dBA during the day. Two small peaks appeared during the morning (6-8 a.m.) and evening (3-4 p.m.) rush hours.

These levels 60-65 decibels are loud enough to disturb by competing with conversation outdoors. Peak truck noise levels ranged from 75-80 dBA.

Traffic was free flowing during the 24-hour noise measurement. A speed limit of 40 mph was in place for the far (southbound) lanes as they went into cut. This is unlikely to significantly affect the noise levels.

At the time of the short-term measurements, several random traffic counts indicated that during daytime non-peak hours, heavy trucks (3 axles or more) were 12-16% of traffic. Traffic figures for 1984 and 1985 from tunnel facility records give truck percentages as 10-15% over a month and 12-13% over the year.

A projection of traffic patterns done for the toll facilities by Vollmer Associates (July 5, 1985, draft report) forecasts heavy truck traffic to fall by one third from 1985 traffic in the first full year the Fort McHenry Tunnel is open. In 1987 and 1988, repairs on the tubes are expected to cut 1985 truck traffic by 60%. By the early 1990's, truck traffic is expected to increase to 60% of 1985 traffic and total traffic will increase to 80 percent of 1985 traffic. (This assumes that traffic getting on and off at Route 2 is proportionally reduced.) This reduction in traffic is significant and could be expected to reduce noise levels by 3-6 decibels. Measurements with concurrent traffic counts done several months to a year after the new tunnel opening will give a better indication of this.

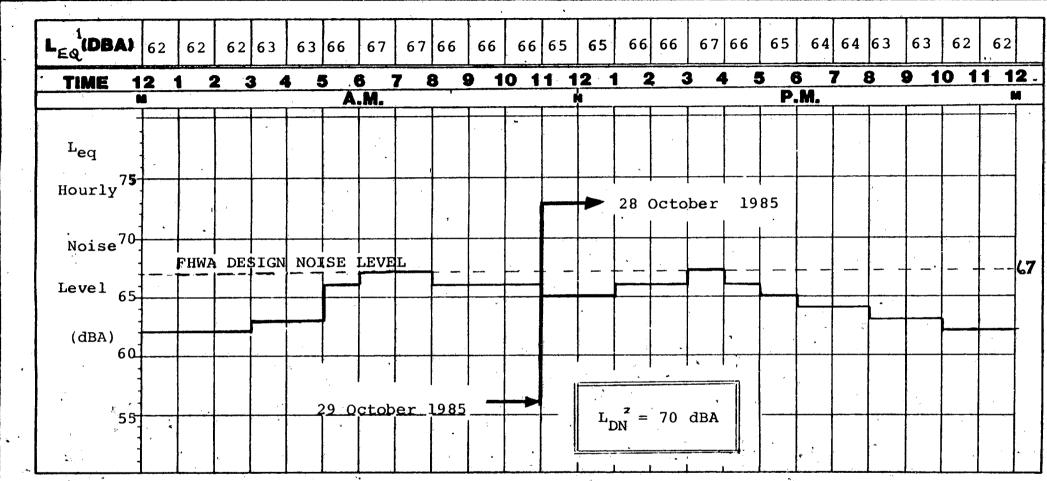


SITE DESCRIPTIONS/NOISE MEASUREMENT DATA

Harbor Tunnel Thruway Noise Study Brooklyn/Old Riverside Drive Anne Arundel County

NSA*	DESCRIPTION	DATE/TIME	DURATION	Leq NOISE LEVEL
1	736 Old Riverside Drive -Center house, 2nd group, uphill -Middle of backyard	10/10/85 10:47 a.m. 10/28/85 10:13 a.m.	10 min. 10 min.	63 dBA 61 dBA
2	End of W. Riverview Road -Even with back porches of homes -85' to ROW fence + 25' to near	10/07/85 11:05 a.m.	10 min.	65 dBA
	lane	10/28/85 10:49 a.m.	10 min.	64 dBA
3	End of W. Arden Road -16' from ROW, in alley -30' from ROW	10/07/85 10:39 a.m. 10/10/85 11:22 a.m.	18 min. 10 min.	69 dBA 65 dBA
4	End of W. Arundel Road -midyard (front yard)	10/07/85 11:45 a.m.	ll min.	63 dBA
5	End of W. Hilltop Road -70'-80' from lane, 30' to ROW	8/29/85 11:33 a.m. 11:43 a.m.	10 min. 10 min	67 dBA 66 dBA
	-midyard 40' to ROW	10/10/85 11:46 a.m.	10 min.	67 dBA
6	326 Old Riverside Drive -midyard	10/28-29/85 24 hours	l hour	62-67 dBA (See Attachment C)

^{*} noise sensitive area/measurement site



DIURNAL NOISE ANALYSIS

Location: Backyard of 326 Old Riverside Drive

Baltimore, Maryland

Roadway: I-895 (Harbor Tunnel Thruway)

Date(s): 28 and 29 October 1985

1) The "equivalent sound level", which is a measure of the average acoustic energy for each measurement period (in this case, 1 hour).

2) The equivalent sound level for a 24-hour period, with 10 decibels added to measured levels between the hours of 10:00 P.M. and 7:00 A.M. (nighttime).

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July 11, 1985

The Honorable Tim Maloney Maryland General Assembly Annapolis, MD 21401-1991

Dear Delegate Maloney:

: منتاشده :

Several months ago you inquired about a traffic noise abatement project along the Capital Beltway, I-95 between U.S. Rte. 1 and the B & O Railroad, that is scheduled to be advertised for bids in May, 1987.

Our procedure is to meet twice with a community concerning a Type II Noise Abatement project. The first meeting is normally 18 months prior to contract advertisement and the second meeting is about six months prior to advertisement. The first meeting is with the community leaders to let them know what we will be doing. The second meeting is with all affected residents to provide them information concerning barrier heights, location of the barrier, materials, etc. At your request we planned the first meeting with the community leaders for June, 1985.

This is to advise that members of my staff met with four community leaders representing two community associations on June 17, 1985. The two association Presidents at the meeting were Mr. Flanigan, from the Northern College Park Citizens Association, and Mr. Kelly, from Sunnyside. The leaders appeared to be pleased with the meeting and the information they received.

Sincerely,

Hal Kassoff - Administrator

HK:jmb

bcc: Gordon E. Dailey
Edward M. Loskot
Charles R. Anderson

Dictated by: Charles R. Anderson July 8, 1985

FROM: HAL KASSOFF	7/6 ACTION DI	7/10
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from the desk of

RLES R. ANDERSON

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meet with the community leader in fine for the 1-95, U.S. ET. (

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Blesse be advised that we

had the meeting on June 17,1985

with 4 leaders regresenting

2 commenter associations. They

argued to be glessed with The

meeting and we had no Bluelas 6.24.85 groblens.

75A-5

April 11, 1985

MEMORANDUM

TO:

FROM:

mr. Charles R. Anderson, Chief
Bureau of Landscape Architecture
Type II Noise Abatement
Prince George

SUBJECT:

Last week you requested me to investigate the possibility of accelerating two Type II noise abatement projects in Prince George's County.

I-95, East of U.S. Route 1 to the B&O Railroad

The scheduled advertisement date is May 5, 1987. This project will be designed by a consultant. The process to obtain consultant services began several months ago. We expect to have the consultant on board in November 1985. The normal time to complete design, obtain temporary construction easements and have a community meeting is 18 months. If the consultant can be obtained on time, we can accelerate his schedule to advertise this project in the first week of March 1987. This will not require slipping any other project in our schedule.

Our procedure is to meet twice with a community concerning a Type II, project. The first meeting is normally 18 months prior to contract advertisement and the second meeting is after the P.I., which is about six months prior to advertisement. The first meeting is with the community leaders to let them know what we will be doing. The second meeting is with all affected residents to provide them information concerning barrier heights, location of the barrier, materials, etc. At your request we will plant to have the first meeting with the community leaders in June 1985.

Hal Kassoff April 11, 1985 Page 2

2. I-495, Bast of Md. Route 650 to Bast of Riggs Road

The scheduled advertisement date of this project is October 6, 1987. This project will be designed by my staff which has a very full workload. This is a large project. If this project is accelerated it will be necessary to slip: the advertisement date for a similar size project or two smaller projects. The SHA has made prior project committments and I do not recommend slipping other projects.

As requested, we will plan to have the first meeting for this project with community leaders in October of this year.

Please advise if any further information is required at this time.

CRA/pdm cc: Gordon E. Dailey Edward M. Loskot

D 301 12 1985

BUR. OF LANDSCAPE ARCHITECTURE

III 17 1985

The Honorable Tim Maloney Maryland General Assembly Amnapolis, MD 21401-1991

Dear Delegate Maloney:

Several months ago you inquired about a traffic noise abatement project along the Capital Beltway, I-95 between V.S. Rte. I and the B & O Railroad, that is scheduled to be advertised for bids in May, 1987.

Our procedure is to meet twice with a community concerning a Type II Noise Abatement project. The first meeting is normally 18 months prior to contract advertisement and the second meeting is shout six months prior to advertisement. The first meeting is with the community leaders to let them know what we will be doing. The second meeting is with all affected residents to provide them information concerning barrier heights, location of the barrier materials, atc. At your request we planned the first meeting with the community leaders for June, 1985.

This is to advise that members of my staff met with four community leaders representing two community associations on June 17, 1985. The two association Presidents at the meeting were Mr. Flanigan, from the Northern College Park Citizens Association, and Mr. Kelly, from Sunnyside, The leaders appeared to be pleased with the meeting and the information they received.

Sincerely, Crisinal Sispedist Blixes ores

Pale (Seno)

BK: 1mb

bcc: Gordon E. Dailey
Edward M. Loskot
Charles R. Anderson
Dictated by: Charles R. Anderson
July 8, 1985

FROM: HAL KASSOFF	26 ACTION DUE BY 7/it
Agro, J.	I.D.B.C Magill, J.
	Lee, C Wright, J.
Cahill, J.	Loskot, E. Snyder, M.
Capizzi, A.	Martin, AOlsen, R.
Carter, C.	Pedersen, Meenab, E.
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Freedman, E.	Coleman, V.
Hester, J.	Tahir, A.
Hicks, T.	Urich, R.
For your informati Please see me Please handle Investigate and pr recommendation Take necessary act COMMENTS:	Review and comment, if any Please revise as shown Reply directly with copy to this office
Your	-, ot . //

CHARLES R. ANDERSON

(2 \$\int_{1250FF}:

(4) requested me to

meet with the community leader

in fine for the 1-95, U.S. 27. (

to the 8 +0 RR project.

Blesse be advised that we had the meeting on fune 17,1985

with 4 leaders requesting

2 community descriptions. They arguest to be pleased with the meeting and we had no problems.

Bludes

grablems.

Bludes

6.24.85

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April 11, 1985

MEMORANDUM

TO:

FROM:

mr. Charles R. Anderson, Chief
Bureau of Landscape Architecture
Type II Noise Abatement
Prince George

SUBJECT:

Type II Noise Abatement Program

Last week you requested me to investigate the possibility of accelerating two Type II noise abatement projects in Prince George's County.

I-95, East of U.S. Route 1 to the B&O Railroad

The scheduled advertisement date is May 5, 1987. This project will be designed by a consultant. The process to obtain consultant services began several months ago. We expect to have the consultant on board in November 1985. The normal time to complete design, obtain temporary construction easements and have a community meeting is 18 months. If the consultant can be obtained on time, we can accelerate his schedule to advertise this project in the first week of March 1987. This will not require slipping any other project in our schedule.

Our procedure is to meet twice with a community concerning a Type II, project. The first meeting is normally 18 months prior to contract advertisement and the second meeting is after the P.I., which is about six months prior to advertisement. The first meeting is with the community leaders to let them know what we will be doing. The second meeting is with all affected residents to provide them information concerning barrier heights, location of the barrier, materials, etc. At your request we girl planto have the first meeting with the community leaders in June 1985.

2. I-495, Bast of Md. Route 650 to Bast of Riggs Road

The scheduled advertisement date of this project is October 6, 1987. This project will be designed by my staff which has a very full workload. This is a large project. If this project is accelerated it will be necessary to slip the advertisement date for a similar size project or two smaller projects. The SHA has made prior project committments and I do not recommend slipping other projects.

As requested, we will plan to have the first meeting for this project with community leaders in October of this year.

Please advise if any further information is required at this time.

CRA/pdm cc: Gordon E. Dailey Edward M. Loskot